













ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar year 1901

BY

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SECRETARY TO THE GOVERNMENT OF INDIA,  
PUBLIC WORKS DEPARTMENT, RAILWAYS.



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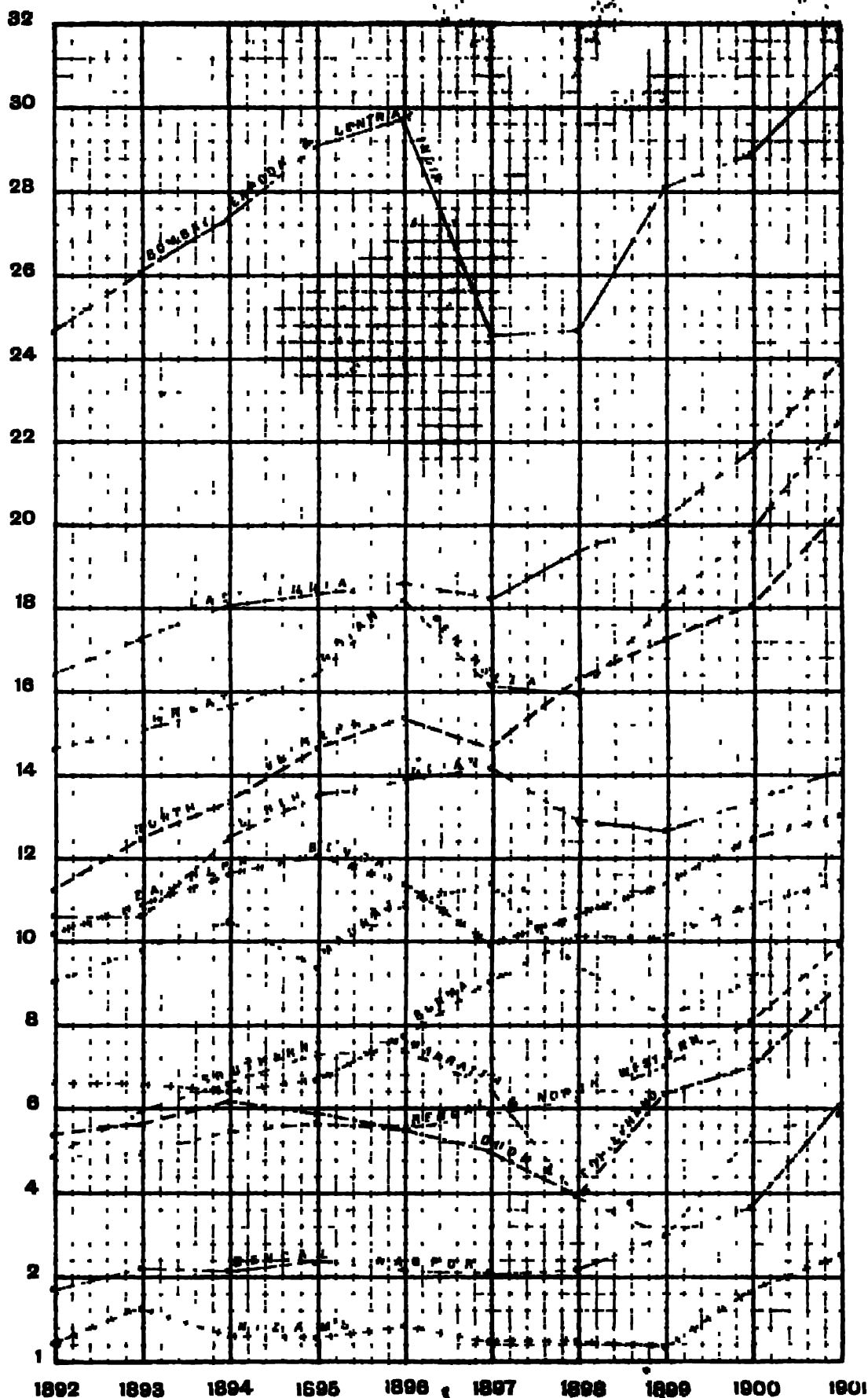




# NUMBER OF PASSENGERS CARRIED ON THE PRINCIPAL RAILWAY SYSTEM IN INDIA.

Millions.

Number of Passengers.



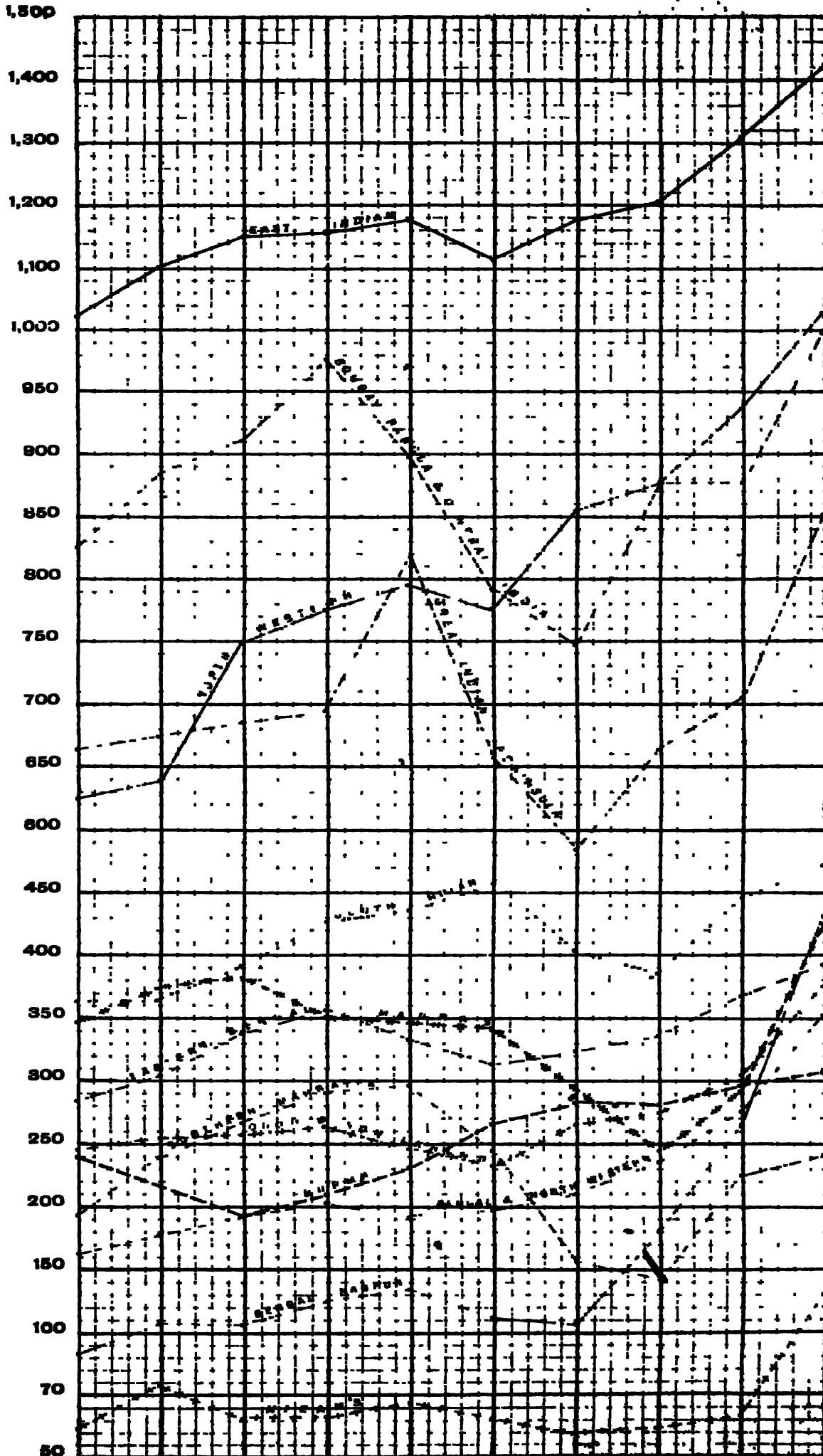




# PASSENGER UNIT-MILEAGE ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.

Millions.

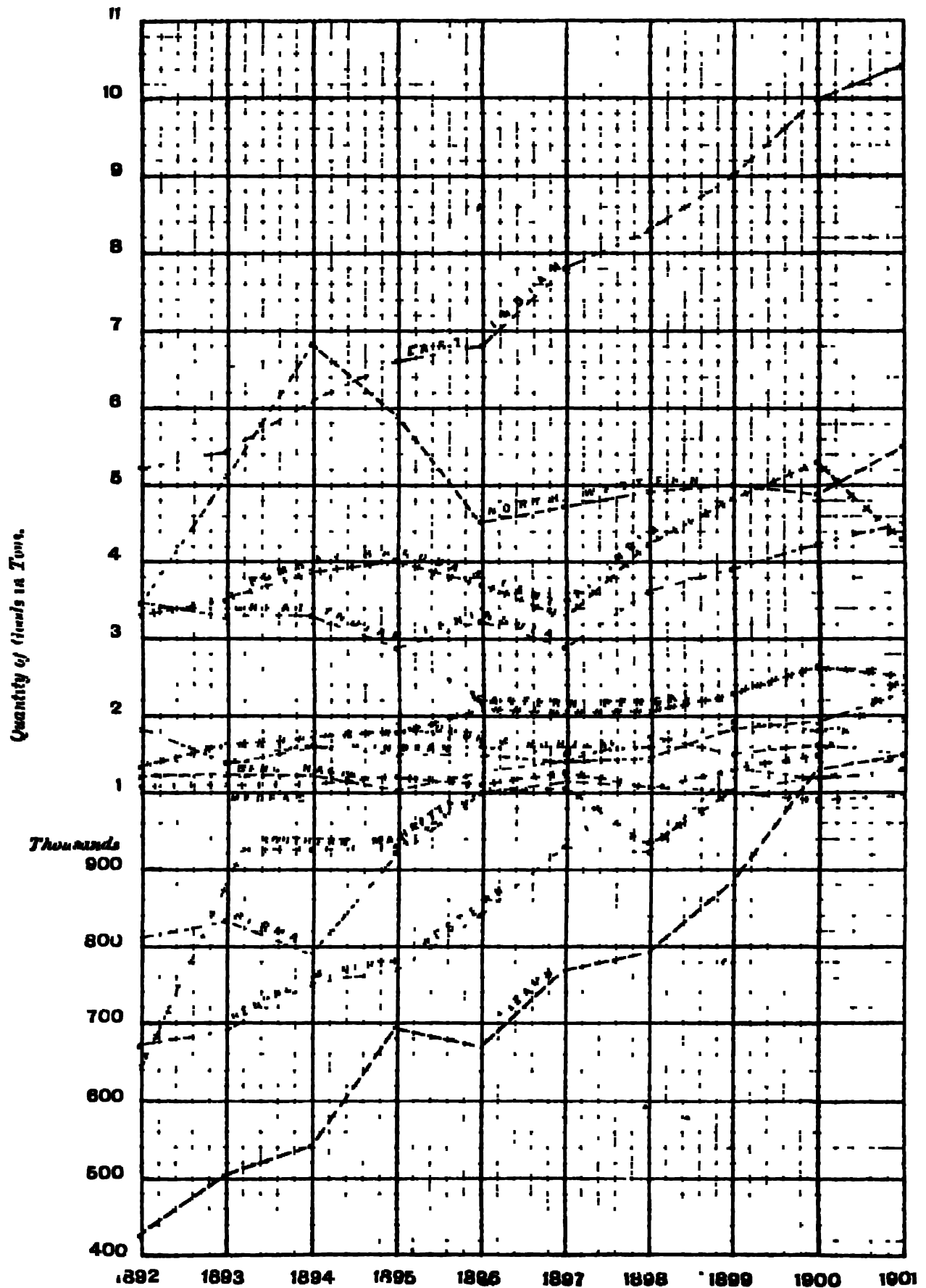
Passenger Unit-Mileage.





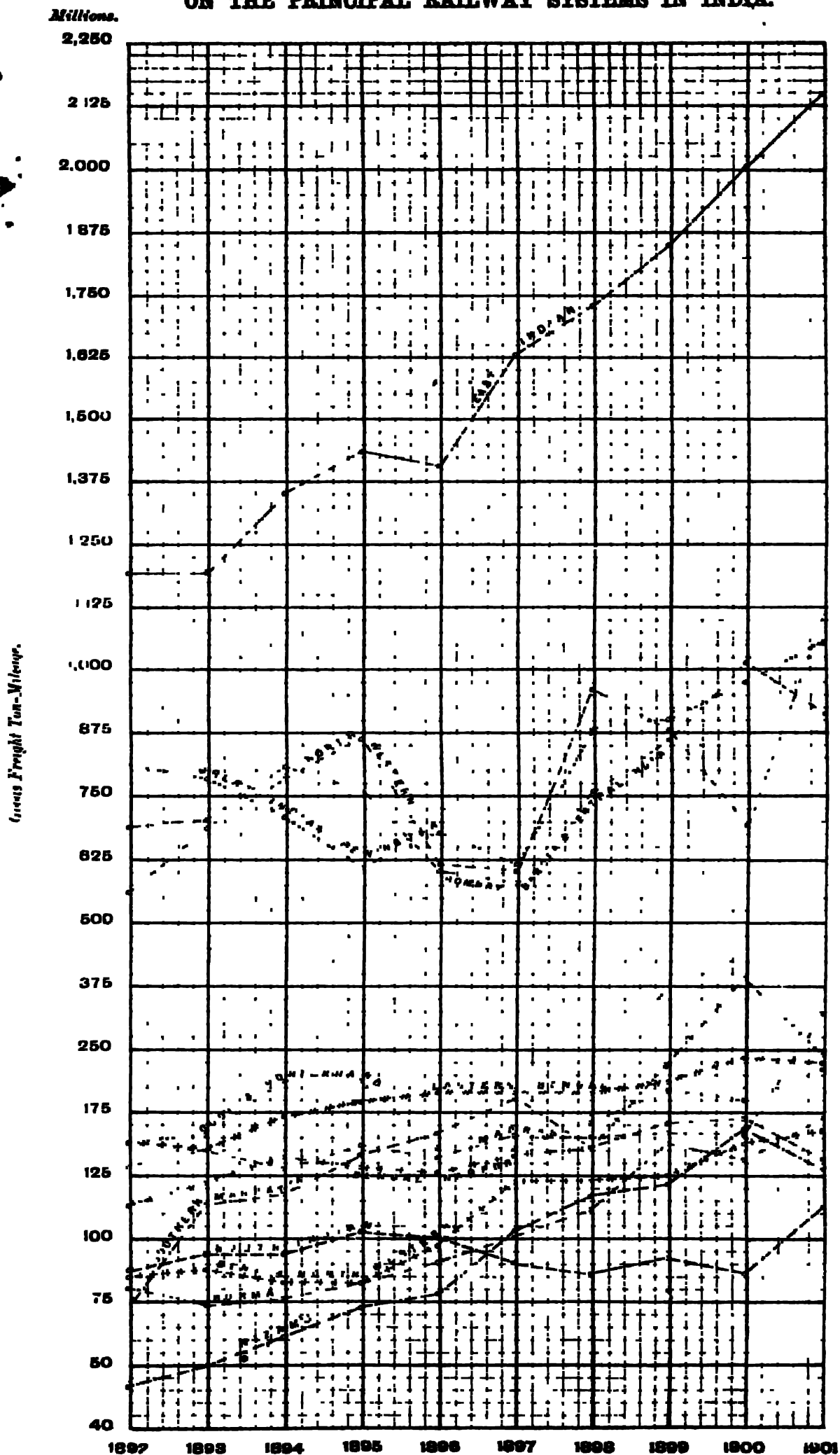
# QUANTITY OF GOODS IN TONS CARRIED ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.

Millions.





# **GOODS FREIGHT TON-MILEAGE ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.**





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# PART I.

## GENERAL REPORT

It was recorded in the Railway Administration Report for 1900, that, for the first time since the commencement of railways in India over half a century ago, there was in that year a surplus to the State of revenue over expenditure amounting to nearly 8½ lakhs of rupees. In the calendar year 1901, there has been a similarly satisfactory record, and the surplus to the State at the close of the year amounted to over 11½ lakhs of rupees. General.

The good results obtained in 1900 were not wholly matter for congratulation, since the improvement in the revenue was largely due to the traffic created by the famine which ravaged so large a part of India. In 1901, however, there was no such scourge to swell the earnings of railways. Famine conditions, though still prevailing, were confined to a small area, and the large increase of business recorded was due almost entirely to the natural development of the railways.

2. The profit of over 11½ lakhs of rupees has been arrived at by charging against *Revenue* not only the expenses incurred in actually working the open lines of railway including interest charges on their outlay, but also interest on the capital expenditure on lines under construction from which no revenue is obtained, and on the unexpended balances of the capital deposited by Companies, as well as the amount paid yearly, by means of sinking funds and annuities, for the redemption of the commuted capital of those railways which have been purchased by the State. Calculated on this basis the results for the last three calendar years are shown in the following table: Financial results to the State.

		1899		
REVENUE		Rs.	Rs.	Rs.
<i>State railways</i> —Gross traffic earnings		1,68,82,768	21,01,24,015	27,82,42,113
<i>Guaranteed Companies</i> —Gross traffic earnings		6,33,81,119	4,71,00,151	2,74,25,391
<i>Subsidised</i> "—Repayment of advances of interest		4,23,200	3,23,000	4,61,226
Total revenue		1,16,40,087	28,95,27,119	31,01,28,888
CHARGES AGAINST REVENUE				
<i>State railways</i> —Working expenses		10,13,16,051		13,41,56,175
" " Interest* on total capital outlay in India and on debentures discharged		4,22,01,678	1,39,11,001	4,49,54,370
" " Interest on debt incurred in, or created for, the purchase of railways		83,82,740	98,22,150	1,11,17,208
" " Annuities in purchase of railways		2,94,07,415	3,51,91,431	4,25,83,683
" " Interest chargeable against Companies on advances	(Redemption of capital)	33,77,277	60,17,750	88,78,497
" " Interest on capital deposited by Companies		56,48,174	50,72,073	60,12,434
<i>Guaranteed Companies</i> —Working expenses		1,28,12,501	1,41,06,440	1,51,35,322
" " Surplus profits, etc.		3,20,97,754	2,47,72,570	1,25,81,207
" " Land and supervision		45,44,231	30,16,780	18,11,890
" " Interest†		7,26,013	2,68,754	—1,01,301
<i>Subsidised</i> " Land and subsidy		3,27,70,750	2,39,25,065	1,53,20,302
<i>Miscellaneous railway expenditure</i>		7,07,200	3,91,107	1,21,761
		5,16,639	8,80,011	6,98,052
Total charges against Revenue		27,52,72,456	28,74,84,728	29,45,87,030
Net loss—(or Gain +)		46,06,287	+8,72,391	+1,15,41,198

\* 4 per cent. on capital outlay to the 31st March 1900, and 3½ per cent. on outlay subsequent to that date, except on capital outlay on the East Indian railway from 1st July 1895, and on the loan of one crore from His Highness the Maharaja Holkar for the Holkar railway, on which interest is charged at 3½ and 4½ per cent., respectively.

## Railways opened.

3. The net gain or loss shown in the foregoing table has been arrived at without excluding from the Annual Revenue Charges that portion of the Annuity payments which represents redemption of capital, and the figures do not, therefore, give the real result to the State of the working of the Railways. If this portion of the annuities, which actually represents instalments of the price which has to be paid for the Railways purchased from Companies, was excluded from the ordinary Revenue Charges, the result to the State of the working of the Railways would have been—

In 1899 a loss of Rs. 12,29,010.

In 1900 a gain of „ 68,90,143.

In 1901 a gain of „ 2,04,19,095.

4. These results were coincident with an increase in the open mileage of 1,484 miles in 1899, 1,237 miles in 1900 and 576 miles in 1901, or a total addition to the railway system in the last three calendar years of 3,297 miles.

5. The expenditure side of the account is further heavily weighted by the terms of the contracts of the Guaranteed Railways. Under these contracts, payment of interest has to be made at a higher rate than is now necessary, and the calculation of the surplus profits has to be made at 22 pence to the rupee, while the current rate of exchange is nearer 16 pence. Until these contracts terminate, the State is unable to obtain any advantage from cheaper money, or from the improved credit of the country, or from a favourable exchange. There are, however, only two such contracts now remaining, viz., the Bombay, Baroda and Central India, and the Madras railways, which are terminable on the 31st December 1905 and 1907, respectively.

## Railways opened.

Railways opened.  
App. 1, 2 and 3.

6. During the year under review, 576 miles were added to the railway system of India, bringing the total mileage open at the close of the year up to 25,373 miles. Between the 1st of January and the 30th April 1902, 5 miles more were added, making the mileage open on the 1st of May 1902, 25,378 miles, of which 14,057 were on the 5' 6" gauge, 10,511 on the metre or 3' 3½" gauge and 810 on narrower gauges. The street tramways running outside municipal limits, referred to separately in paragraph 9 of the last report, are included in these figures, as they are now treated as "Light Railways."

Yearly additions  
to mileage.  
App. 4.

7. The additions made year by year, from the date of opening, to the mileage under each railway administration, and during the Viceroyalty of each Governor General, are presented in Appendix 4.

8. The principal railways opened during 1901 were—

(a) The Peshawar-Jamrud railway on the 5' 6" gauge, 11 miles long, and the Nowshera-Durgai railway on the 2' 6" gauge, 40 miles long, which were constructed for military purposes to serve the Frontier cantonments of Peshawar and Nowshera;

(b) The Ludhiana-Dhuri-Jakhal railway on the 5' 6" gauge, which is 79 miles long and connects by a direct line Ludhiana on the North Western railway Dhuri on the Rajpura-Bhatinda or Patiala State railway and Jakhal on the Southern Punjab railway;

(c) The section from Lumding to Lakwa on the 3' 3½" gauge, 153 miles long, of the Assam Bengal railway, which will eventually connect Upper Assam with the Southern and Western portions of the Province;

(d) The section from Dalmiera to Suratgarh on the 3' 3½" gauge, 72 miles long, of the Jodhpur-Bikaner railway, which will afford a direct route between the railways in Northern India and Rajputana;

(e) An extension of the Burma railways from Nawngkhio to Hsipaw on the 3' 3½" gauge, 54 miles long, which will open out the country in the North Shan States.

Mileage to be  
constructed.  
App. 5.

9. Sanction was given during the year 1901 to the construction of 715 miles of railway, making up a total of 2,126 miles sanctioned and still to be constructed on the 31st December 1901. The principal lines sanctioned were—

	Miles	
Lines in the Jherriah coal-fields (East Indian railway)	14'01	on the 5' 6" gauge.
Lines in the Jherriah coal-fields (Bengal-Nagpur railway)	62'40	" " 5' 6" "
Allahabad to Fyzabad (Oudh and Rohilkhand)	94'07	" " 5' 6" "
Malakwal to the Karana hills—Jech-Doab (North Western railway)	51'40	" " 5' 6" "
Jubbulpore-Gondal extensions (Bengal-Nagpur railway)	252'67	" " 2' 6" "

10. Of the new projects mentioned in last year's report, a Company has been floated for the construction of the Ahmedabad-Dholka railway (Bombay), 33 miles in length, on the 3' 3 $\frac{3}{4}$ " gauge, and construction operations have commenced on the Laksam-Noakhali (Bengal) railway, 35 miles in length, also on the 3' 3 $\frac{3}{4}$ " gauge, while the negotiations in regard to the following branch lines have been practically concluded :

	Miles.
Bezwada-Masulipatam (Madras) . . . . .	50
Kurnool Road-Dhone-Kurnool (Madras) . . . . .	32
Rachur-Wondal (Hyderabad) . . . . .	43

The concessions which were granted for the following lines have since lapsed :—

	Miles.
Dhagapur-Bansi-Baidyanath (Bengal) . . . . .	60
Chandipur-Taki (Bengal) . . . . .	38

Negotiations in regard to the following have been in progress :—

	Miles.
Akhaura-Biharab Bazar (Bengal) . . . . .	19
Baran-Ajmer-Marwar (Rajputana) . . . . .	213
Burdwan-Cutwa (Bengal) . . . . .	34
Hooghly-Cutwa-Ahmadpur-Gondal (Bengal) . . . . .	65
Jullundur-Hoshiarpur (Punjab) . . . . .	24
Kangra Valley (Punjab) . . . . .	87
Tilgaon-Sylhet (Assam) . . . . .	39
Vizianagram-Rampur with Sointilla branch (Madras and Central Provinces) . . . . .	359

11. For the benefit of railway promoters, information has been furnished in Appendix 6 to show the gross earnings per mile per week of each railway from the date of opening and the proportion of the working expenses to the gross earnings ; and Appendix 7 shows the subsidies and rebates received by assisted lines under the Branch Line terms, and the time each line took in earning enough to be independent of such assistance.

Earnings per  
mile per week.  
App. 6.  
Income of each  
railway.  
App. 7.

### *Railways surveyed.*

12. The following surveys were completed during 1901 :

- (a) *Assam-Bengal railway*.—A branch line (3' 3 $\frac{3}{4}$ " gauge), 35 miles long, from Laksam to Noakhali ;
- (b) *Bengal and North-Western railway*.—Lines from (1) Uska Bazar to Tulsiapur with a branch to the foot of the hills, 68 miles ; (2) Gorakhpur to Bagaha, 47 miles ; and (3) Kopaganj to Dobri Ghat, 22 miles : total 137 miles ; all on the 3' 3 $\frac{3}{4}$ " gauge ;
- (c) *Bengal Dairs railway*.—A branch line (3' 3 $\frac{3}{4}$ " gauge), 20 miles long, from Daura to Mathabhanga and thence to Kona Ghat ;
- (d) *Bhavnagar-Gondal-Junagad-Porbandar railway*.—Lines from Dhrangadhra to Mallia, 49 miles, and Junnagar to Salaya, 35 miles, both on the 3' 3 $\frac{3}{4}$ " gauge ;
- (e) *Eastern Bengal State railway*.—Quadrupling of the line between Naihati and Ballygunge, 26 miles ; and a line, 70 miles long, from Shibnibash (Kissenganj) to Magura with a branch from Kaliganj to Sulkaps *via* Jhanda ; all on the 5' 6" gauge ;
- (f) *East Indian railway*.—Lines (1) 161 miles long, connecting Gya on the South Behar branch with Asansol, (2) 74 miles long, connecting Fatehpur with Markundi, with an alternative to Khaga or Manikpur, 60 miles long ; and (3) 28 miles long, partially through the Jheriah coal-fields and about 4 miles east of Lohidi on the East Indian railway to Bujudih on the Bengal-Nagpur railway, to allow the latter railway access to the coal-fields ; all on the 5' 6" gauge ;

## Capital.

- (g) *Madras railway*.—A line 12 miles long on the 3' 3½" gauge, from Coonoor on the Nilgiri railway to Ootacamund ;
- (h) *North Western State railway*.—Reconnaissance from Gojra to Samandri, 16 miles, on the 2' 6" gauge, as a feeder to the Wazirabad-Lyallpur railway ;
- (i) *Oudh and Rohilkhand State railway*.—A line 6·84 miles long, (5' 6" gauge), connecting Dehra Dun on the Hardwar-Dehra branch with Rajpur ; and
- (j) *Southern Mahratta railway*.—Lines from (1) Haspet to Kottur, 41 miles ; (2) Bellary to Rayadrug, 34 miles ; (3) Phirangipuram to Gurazala, 52 miles ; (4) Bezwada to Masulipatam, 50 miles ; and (5) Kurnool Road Station to Kurnool Town, 32 miles : total 209 miles ; all on the 3' 3½" gauge.
13. The following surveys were sanctioned in 1901 and are still in progress :
- (a) *Bengal-Nagpur railway*.—Bankura-Calcutta chord, 96 miles ; and Gondia-Chanda with branch to Nagpur, 130 miles ;
- (b) *Burma railways*.—A line 120 miles long from Thazi to Taunggyi ; a line 114 miles long from Pegu to Martaban and Moulmein ; and a line 138 miles long from Pegu to Syriam and Dalla to Dedaye ;
- (c) *East Indian railway*.—Direct access to Agra city, 3 miles ;
- (d) *Great Indian Peninsula railway*.—A new entrance into Bombay from Sion station to Ballard pier, 9 miles, and a line 30 miles long from Warora to Chanda and on to Bellarpur ;
- (e) *North Western railway*.—A line from Quetta to Nushki, 100 miles ; and the Lower Sind Extension, 297 miles ; and
- (f) *Oudh and Rohilkhand railway*.—Lines (1) 17 miles long, from Balamau or Bhagauli to Roodaman ; (2) 15 miles long, from Hardoi to Sandee ; and (3) 21 miles long, from Gajraula to Chandpur.

## Capital.

Capital outlay.  
App. 7 & 11.

14. The total expenditure borne against Capital, both on railways open and railways under construction, to the close of the calendar year 1900 was Rs. 3,43,33,97,389, which was made up as follows :

	MILEAGE			CAPITAL OUTLAY Rs.
	Open.	Under construction.	Total	
Guaranteed railways . . . .	1,334·07	31·09	1,365·16	25,09,12,401
State lines worked by Companies . . . .	13,441·25	1,118·18	14,559·43	1,97,00,87,374
State lines worked by the State . . . .	5,125·32	192·56	5,317·88	81,45,07,047
Assisted Companies . . . . .	2,350·25	69·75	2,420·00	17,62,52,519
Native State lines . . . . .	3,048·60	144·82	3,193·42	17,13,05,126
Lines in Foreign territory . . . . .	73·61	...	73·61	1,76,34,352
<b>TOTAL OPEN LINES AND LINES PARTLY OPEN . . . . .</b>	<b>25,373·10</b>	<b>1,556·40</b>	<b>26,929·50</b>	<b>3,40,07,89,719</b>
Railways wholly under construction . . . .	...	569·78	569·78	1,43,43,513
<b>GRAND TOTAL. OUTLAY ON RAIL- WAYS . . . . .</b>	<b>25,373·10</b>	<b>2,126·18</b>	<b>27,499·28</b>	<b>3,41,51,33,232</b>
Unclassified expenditure, including surveys and collieries . . . . .				1,82,64,157
<b>GRAND TOTAL CAPITAL OUTLAY IN INDIA . . . . .</b>				<b>3,43,33,97,389</b>

Sterling capital  
App. 8.

15. The total sterling capital raised by Companies and paid over to the Secretary of State up to the close of the calendar year 1901, and the amount subsequently

withdrawn for expenditure by Companies during and up to the close of the calendar year 1901 were as follows :

	Amount raised up to 31st December 1901.	Amount withdrawn in 1901.	Amount withdrawn up to 31st December 1901.
	£	£	£
Guaranteed railways . . . . .	22,421,819	685,704	22,500,108
State lines leased to Companies . . . . .	31,520,565	1,559,100	35,999,104
<b>TOTAL . . . . .</b>	<b>£53,942,384</b>	<b>2,244,813</b>	<b>58,508,212</b>

16. The total budget allotment for the official year 1900-1901 was originally Rs. 7,30,84,000, but was subsequently increased to Rs. 8,30,75,000. For the official year 1901-02 it was Rs. 10,32,44,000, but this was afterwards reduced to Rs. 9,38,55,000, owing to short outlay in England against the amounts placed at the disposal of the Secretary of State and some of the Railway Companies' Boards for purchase of rolling-stock, stores, etc., on account of the withdrawal of skilled labour in England by recruitment for the forces in South Africa; and as intimation of the failure to spend the money allotted was not received until December, it was not possible to do much towards utilisation of the surplus by increasing the expenditure in India.

Budget allotments for capital expenditure.  
App. 9.

17. The actual capital expenditure during the calendar year 1901 on railways, for the financing of which the State is responsible, amounted, however, for the cause stated, only to Rs. 8,30,00,000, the gross capital outlay on all railways in India during the same period being Rs. 10,10,41,000. This amount was spent in constructing 2,363 miles of railway, 576 of which were completed and opened for traffic during the year, and in providing additional rolling-stock and other facilities for carrying the growing traffic of the several railways.

Capital expenditure in 1901.  
App. 10.

18. The increase to the rolling-stock (*vide* paragraph 54) amounted to 223 engines, 563 passenger vehicles and 4,605 wagons. The most marked development in the traffic began in 1893, and a reference to Appendix No. 33-A will show the quantity of rolling-stock on some of the railways at the close of that year as also the quantity at the close of 1901 when the traffic was the highest on record: it also shows the extent of the increase in the volume of the traffic during these years and the work done by the rolling-stock. The increase in the volume of traffic does not necessarily indicate an increase in the demands made upon the rolling-stock, since on some railways a large portion of the traffic comes on to them from foreign lines and consequently is carried in wagons belonging to such lines, and on others a large amount of the work done by wagons is performed away from the home line, as will be seen from Appendix No. 21. Speaking generally, railways have now sufficient stock for their immediate wants, and provision has been made for increases necessary to meet further developments of traffic, the quantity of rolling-stock under supply at the close of the year 1901 amounting (*vide* Appendix No. 33) to 451 engines, 1,259 passenger vehicles and 7,813 wagons.

19. For the official year 1902-03 provision has been made in the "Railway Programme," that is, for capital expenditure on railways for which the State finds the funds either by direct payment or by guarantee, as follows :

	Rs.
For expenditure on open lines . . . . .	5,50,82,000
" " " lines under construction . . . . .	3,64,76,000
" " " new lines only recently commenced . . . . .	1,84,42,000
<b>TOTAL</b>	<b>11,00,00,000</b>



## Capital.

20. In framing this "Programme," the principle which has been followed is that the amount required to meet the needs of open lines, so far as they can be foreseen, has been regarded as a first charge upon the money available for railway purposes, and every effort has been made to provide in full for all demands arising out of the development of existing traffic; next in order, provision has been made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State; and, lastly, provision has been made for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

**Capital expenditure on new lines, etc.**

**App. 10.**

21. In Appendix No. 10 is presented the capital expenditure during the past ten years on each railway in India under the following heads :—

- (a) New lines in extension of, or now worked by, existing lines.
- (b) Rolling-stock.
- (c) Improvement of existing lines.

**Summarised the figures are as follows :—**

EXPENDITURE IN RAILWAY PROGRAMME, THE FIGURES WHICH SHOW THE FUND OR GUARANTEE THE FUND										EXPENDITURE IN RAILWAY PROGRAMME, THE FIGURES WHICH SHOW THE FUND OR GUARANTEE THE FUND									
YEAR	Rolling-stock	Improvement of existing lines	Subsidy	Total improvement	Extension of existing lines	Total capital expenditure	Total capital expenditure	Rolling-stock	Improvement of existing lines	Subsidy	Total improvement	Extension of existing lines	Total capital expenditure	Total capital expenditure					
1891		1,7	—	1,7															
1892		1,7	—	1,7															
1893		1,7	—	1,7															
1894		1,7	—	1,7															
1895		1,7	—	1,7															
1896	62	1,3			3,36	5,39													
1897	1,1	1,3				8,01													
1898	1,30	1,3	—	1,71	5,16														
1899	1,1	1,30	14	4,02	6,00		2,37												
1900	1,30	1,55	1,13	4,53	7,01	8,47				33									
1901	1,71	1,68	—	1,30	1,30		1,77												

It will be seen from the foregoing statement, that for many years the amount of money which was available for capital expenditure was so limited, that the larger portion of it had to be devoted to new lines if any progress was to be made in railway construction. But the needs of existing lines yearly grew more pressing, and to meet them, without at the same time retarding the construction of new lines, the "Railway Programme" has from time to time been increased, until it now stands, as has been shown in the previous paragraph, at 11 crores of rupees for the official year 1902-03, more than half of which has been appropriated to the improvement of existing lines.

**Capital outlay under  
heads of account.  
App. 11.**

22. The Capital outlay, under the several heads of expenditure on railways, both open and still under construction, up to the close of the calendar year 1901, is presented in Appendix 11.

## Traffic and earnings.

23. The following statement shows the volume of the traffic carried and the earnings therefrom during the past five years:

YEAR	PASSENGER TRAFFIC				GOODS TRAFFIC					
	Open mileage	Number of passengers in thousands	Earnings in thousands of rupees	Average distance travelled in miles	Earnings in thousands of rupees	Goods in thousands of tons	Earnings in thousands of rupees	Average distance carried in miles	Electric telegraph in thousands of rupees	Steam-boat and sundries in thousands of rupees
1897	21,111	150,591	7,000,11	1,111	1,111	13,000	15,880	111.9	8,11	77,01
1898	22,000	151,500	7,58,07	1,111	1,100	16,111	17,85,01	15,11		80,52
1899	23,500	161,72			1,11,19	10,51		151.9	8,70	80,52
1900	24,700	170,308	8,15,07		1,31,37	43,700		151.6		
					1,471	41,11		151.4		

24. The large increase in the number of passengers carried and the receipts therefrom is attributable partly to the return of the population to the tracts which were deserted during the famine of 1900, partly to the opening of new lines of railway, but chiefly to the natural development of the traffic. With few exceptions, and they are unimportant lines, every railway in India has contributed to the increase.

**Passenger traffic.**  
 App. 13, 14 and 15.

25. The increase in the goods traffic, both in the quantity and in the earnings, is very satisfactory, though the traffic was not so well distributed as in the case of passengers. Railways running through the districts which were affected by famine in 1900, were expected to yield a smaller revenue, as the famine had either altogether ceased or the local conditions had improved, but the deficiency was more than made up by an increase of business on the other railways. Those railways, however, which show a diminution of business under goods in 1901 as compared with 1900, with few exceptions, show an improvement on normal years.

**Goods traffic.**  
 App. 15, 16 and 17.

26. The improvement of both the passenger and goods traffic is all the more remarkable, since the comparison is made with a year (1900) in which there had been a large increase of traffic due to abnormal causes; and the great advance made in 1901 points to the steady development of railways and consequently of the country.

## Passenger traffic.

27. Turning to the details of traffic, the following table shows the number of passengers of each class carried, the earnings therefrom, and the average rate charged each passenger:

**Passenger traffic.**  
 App. 12, 13, 14 and 15.

YEAR.	NUMBER CARRIED IN THOUSANDS					EARNINGS IN THOUSANDS OF RUPEES					AVERAGE RATE CHARGED PER PASSENGER (INCLUDING SEASON AND VENDORS' TICKET HOLDERS) IN PIS.			
	ORDINARY PASSENGERS				Season and vendors' tickets	ORDINARY PASSENGERS				Season and vendors' tickets				
	1st.	2nd.	Inter.	3rd.		1st.	2nd.	Inter.	3rd.		1st.	2nd.	Inter.	3rd.
1897	485	2,242	4,605	1,2315	10,777	29,27	41,01	40,56	6,3,80	6,59	12.28	4.87	3.10	2.27
1898	611	2,253	5,073	131,512	12,117	31,24	45.8	49,49	6,25,51	7,15	12.40	4.93	3.11	2.29
1899	526	2,352	5,213	140,511	13,288	31,52	48,07	52,08	6,70,81	8,01	12.59	5.32	3.07	2.30
1900	521	2,285	5,703	153,054	13,845	31,83	47,07	56.03	7,51,67	8,47	12.59	5.49	3.11	2.31
1901	532	2,405	6,670	170,416	14,726	32,78	52.43	6,13,01	6,48,25	9,32	12.75	5.49	3.09	2.31

28. There was an increase both in numbers and in earnings under all classes of passengers and, as stated in paragraph 24, it was distributed, with few unimportant exceptions, over all the railways in India. Speaking generally, the 1st and 2nd classes are supported by the European and Eurasian community; the intermediate and

**Goods traffic.**

third classes by the native community ; but, as mentioned last year, there is a tendency towards the use of the lower classes of carriages in preference to the higher. Consequently, while there has been an appreciable increase in the lower classes, the number of first class passengers has remained almost stationary. The principal increase both in numbers and amount is under third class passengers, over 16 million more passengers having been carried and the earnings having increased by over 96 lakhs of rupees. This traffic has been steadily growing and now amounts to the large number, excluding season ticket holders, of over 170 million passengers, yielding to railways a revenue of over 848 lakhs of rupees.

29. The total number of all classes carried amounted to 194<sup>1</sup>/<sub>2</sub> millions, and the earnings therefrom, to 1,007 lakhs of rupees.

30. The number of season tickets issued, and the earnings therefrom, have been separately shown this year. The business has increased both as to numbers and earnings. These tickets are availed of almost exclusively in the neighbourhood of the Presidency towns, the number of passengers offering there making it possible for railways to provide a regular and frequent suburban train service.

*Goods traffic.***Goods traffic.**

App. 12, 13, 16 and 17

31. The following table shows the quantity of goods of each class carried and the earnings therefrom :

YEAR	QUANTITIES CARRIED IN THOUSANDS OF TONS				EARNINGS IN THOUSANDS OF RUPEES				
	General merchandise	Coal and coke for public and private use	Military stores	Materials for construction	Total amount	General merchandise	Coal and coke for the public	Military stores	Revenue from material, for construction and other not detailed.
1897							1,117	30	7 73 17,13,83
1898							1,74,71	1,11	51 78 1,88,02
1899	1,17	6,1	51		6,1	10,047	1,20,11	1,11	1,11 1,11 1,11
1900	8,17	6,31			43,37	1,09,11	1,11,83	1,17	9,27 20,10,90
1901	6,115	8,1		9,1	11,11	17,10,17	1,11,11	95,0	9,11 21,27,35

32. Following, as 1901 did, on a bad famine year, a large decrease might have been expected, but there was actually an increase on the whole business done of 403,000 tons in weight and of Rs. 86,45,000 in earnings. In general merchandise there was the expected decrease in quantity of 1,003,000 tons, but the earnings were higher by Rs. 21,34,000, due chiefly to the improvement in the cotton and seeds traffic, though many other articles also contributed, and to the increased distance over which the traffic was carried, the average lead having increased from 151'90 to 159'99 miles.

**Coal.**

App. 16, 17, 28 and 29.

33. The coal traffic, which under the impetus of the increase in the prices for English coal, has so largely developed during the past four years, showed a further increase in 1901, the output from the collieries having increased from 6,118,692 tons to 6,657,573 tons and the exports having increased, to Indian ports excluding Burma from 1,030,709 tons to 1,157,892 tons, and to ports outside India including Burma from 711,874 tons to 845,953 tons. But the reduction in the price of English coal and the introduction of patent fuel point to the possibility of a check in this development. English coal has again entered into competition with Indian coal in some of the markets, Bombay especially, and the imports of English coal and patent fuel during the year have increased from 91,710 tons to 272,630 tons, and of coal from other countries, from 43,939 tons to 79,108 tons. The quantity of Indian coal consumed by railways increased from 1,867,185 tons to 1,965,530 tons

and there has been an increased demand for coal for private factories and for domestic consumption. Notwithstanding, therefore, the competition with imported fuel, the prospects of an increase in the coal trade are hopeful. As affecting the railways as carriers, the large quantity of coal carried by sea to places in India which can be reached by railway, amounting as it does to 1,157,892 tons, deserves attention.

34. The increase under " Military stores " is small, and is probably due to the Mahsud-Waziri blockade operations.  
Military stores (App. 16 and 17).

35. Under " Railway material " there was an increase under " Locomotives " and " Carriages and trucks," due to the large quantity of rolling-stock recently sanctioned for railways, and a decrease under " Materials," owing to the inability of railways to work up to their sanctions, as was explained in paragraph 16.  
Railway material (App. 18 and 19).

36. The traffic shows the fluctuations which follow on the cessation of famine conditions. The movement of fodder, food-grains, hides and skins, and cattle fell, while that of cotton and seeds increased. Principal commodities. App. 18 and 19.

The traffic in, and the earnings from, these articles compare as follows :

			Quantity in tons.	Earnings in rupees.
Fodder . . . .	1900 . . . .		821,953	32,16,678
	1901 . . . .		294,675	10,99,973
	Decrease . . . .		527,278	21,16,705
Grain and pulse . . . .	1900 . . . .		10,299,071	6,43,62,693
	1901 . . . .		8,095,976	5,13,97,501
	Decrease . . . .		2,203,095	1,29,65,192
Hides and skins . . . .	1900 . . . .		315,950	39,07,150
	1901 . . . .		174,729	17,76,789
	Decrease . . . .		141,221	21,30,361
Cattle . . . .	1900 . . . .		75,705	10,16,093
	1901 . . . .		50,730	7,01,607
	Decrease . . . .		24,975	3,14,486
Cotton, raw . . . .	1900 . . . .		472,968	62,78,130
	1901 . . . .		822,737	1,30,86,900
	Increase . . . .		349,769	68 08,770
Seeds, oil . . . .	1900 . . . .		1,544,969	95,13,231
	1901 . . . .		2,495,347	1,88 70,585
	Increase . . . .		950,378	93,57,354

The other noticeable items are, Indian manufactured cotton (Indian twist and yarn and Indian piece goods), drugs, raw jute, kerosine oil, and sugar, the traffic in which was as follows :

		Quantity in tons.	Earnings in rupees.
Indian cotton, manu- factured.	1900 . . . .	214,877	29,91,781
	1901 . . . .	270,765	39,46,401
	Increase . . . .	55,888	9,54,620

# Train, vehicle and ton-mileage.

				Quantity in tons.	Earnings in rupees.
Drugs . . . .	1900 . . . .	59,475	7,92,634		
	1901 . . . .	79,371	10,36,269		
	Increase . . . .	19,896	2,45,635		
Jute, raw . . . .	1900 . . . .	693,531	46,81,481		
	1901 . . . .	1,147,115	51,85,477		
	Increase . . . .	453,584	5,03,996		
Kerosine oil . . . .	1900 . . . .	387,937	28,04,792		
	1901 . . . .	441,561	31,05,735		
	Increase . . . .	53,624	3,00,943		
Sugar, refined . . . .	1900 . . . .	261,518	27,70,224		
	1901 . . . .	324,381	35,40,148		
	Increase . . . .	62,871	7,69,924		
Sugar, unrefined . . . .	1900 . . . .	857,469	56,20,602		
	1901 . . . .	1,159,102	77,89,516		
	Increase . . . .	301,633	21,68,914		

## Train, vehicle and ton-mileage.

Train, vehicle &  
ton-mileage.  
App. 20 and 21.

37. The following table shows the train, vehicle and ton-mileage travelled by coaching and goods traffic :

YEAR	TRAIN-MILEAGE.* (OMITTING GOODS)				VEHICLE-MILEAGE* (OMITTING GOODS)			TON-MILEAGE* (OMITTING GOODS)		
	Coaching.	Goods.	Mixed.	Total including miscellaneous train-mileage	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.
1897	16,401	24,215	26	60,491	547,948	1,003,342	1,551,290	6,447,335	12,793,732	19,241,067
1898	17,620	28,077	25,441	71,520	551,341	1,102,343	1,653,684	6,468,321	14,604,053	21,073,274
1899	17,039	30,612	26,879	77,207	571,110	1,213,610	1,784,720	6,800,273	15,900,787	22,710,060
1900	18,114	34,252	26,827	84,193	612,017	1,323,001	1,935,018	7,326,297	17,231,511	24,557,808
1901	19,701	34,771	31,561	88,205	685,299	1,311,304	1,996,603	8,147,410	17,956,732	26,106,201

\* Excludes all 2 6" and 2 10" gauge lines, except Raipur-Dhamtari and Cooh-Bihar railways.

38. The increase under all heads is explained by the increase in traffic already referred to. But while the number of passengers increased in 1901 over 1900 by 20.46 per cent., the earnings therefrom increased by 12.52, and the train-mileage by only 8.76 per cent., bearing out what was said last year that it is the long distance traffic which is increasing.

In the case of goods traffic, the tonnage increased in 1901 over 1900 by 0.92 per cent., the train-mileage 0.06 per cent., and the earnings by 4.24 per cent. The disproportionate increase of earnings was due chiefly to the improvement in the higher freight-earning traffic in cotton.

**Working expenses.**

39. The earnings per mile worked and per train-mile increased correspondingly and were as follows :

Earnings per mile open and per train-mile.  
App. 12, 23 and 23.

YEAR.	PER MILE WORKED.			PER TRAIN-MILE.
	Gross earnings, excluding steam-boat, in rupees.			
	Coaching.	Goods.	Total, including "other earnings" except steam-boat.	Gross earnings, excluding steam-boat, in rupees.
1897 .	4,316	7,739	12,402	3.66
1898 .	4,046	8,328	12,721	3.82
1899 .	4,038	8,420	12,806	3.79
1900 .	4,254	8,459	13,025	3.73
1901 .	4,517	8,415	13,253	3.80

**Working expenses.**

40. The working expenditure on all railways taken collectively is shown in the following table :

Working expenses.  
App. 12, 24, 25 and 27.

Year.	Working expenses in thousand of rupees.	Proportion in percent of working expenses to gross earnings.	Working expenses, excluding steam-boat, per mile worked in rupees.	Working expenses, excluding steam-boat, per train-mile in rupees.
1897 .	12,47,73	48.74	6,027	1.78
1898 .	13,01,00	47.42	6,018	1.81
1899 .	13,96,22	47.47	6,067	1.80
1900 .	15,12,01	47.88	6,217	1.78
1901 .	15,75,64	46.81	6,190	1.77

41. The increase in the total working expenses was a natural consequence of the large increase in the traffic carried. That it was not abnormal will be seen from the fall in the working expenses per mile worked and per train-mile and in the proportion which the working expenses bear to the gross earnings. Where the proportion of working expenses to gross earnings averages for all railways below 47 per cent., the management cannot be regarded as unsatisfactory, especially when the expenditure under the head of flood damages (paragraph 63), to which the younger railways in India are particularly liable, is considered.

42. A factor which largely contributed during past years to increase the working expenses was the price of materials. There was a marked improvement in this respect during the year under review, the prices comparing with previous years as shown in the following statement :

Year.	IRON.								MATERIAL.			
	R.R.		P.R.		P.L.R.		SHEET.		MILD BAR.		RAILS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1897 .	8 7 6	6 7 6	2 11 9	2 8 1	6 10 0	6 10 0	8 10 0	7 10 0	7 0 0	5 9 1	4 17 6	4 5 0
1898 .	8 5 0	6 10 0	2 12 6	2 12 0	9 0 0	6 11 3	10 0 0	7 7 6	7 7 0	5 7 6	5 5 0	4 7 6
1899 .	10 10 0	8 0 0	3 19 0	3 16 0	11 0 0	9 0 0	11 0 0	9 10 0	10 5 0	6 15 0	7 3 6	4 12 0
1900 .	10 15 0	10 10 0	3 16 0	3 16 0	12 0 0	11 10 0	12 17 6	11 4 0	12 5 0	7 17 6	7 10 0	6 0 0
1901 .	9 10 0	7 2 6	3 7 6	3 6 6	9 10 0	7 12 6	9 5 0	7 12 6	9 0 0	5 9 6	7 3 6	5 5 0
Difference between 1900 and 1901.	-1 5 0	-3 7 6	-0 9 0	-0 10 0	-3 9 6	-3 17 6	-3 12 6	-3 11 6	-3 5 0	-2 8 0	-0 7 6	-0 14 6
Decrease per cent.	11.6	32.1	11.7	12.1	20.6	20.7	22.1	34.9	25.0	30.5	5.9	28.1

## Working expenses.

Coal.  
App. 28 and 29.

43. The coal used by railways is now almost entirely raised in India. Foreign coal is still used on some of the railways, and the recent reduction in the price of English coal may lead to an increase in the quantity taken, but the Indian coal has now fairly established itself, as will be seen from the following statement :

Year.	Foreign coal consumed by railways.	Indian coal consumed by railways.
	Tons.	Tons.
1897 .	55,617	1,328,120
1898 .	38,902	1,423,463
1899 .	83,755	1,561,821
1900 .	56,444	1,867,185
1901 .	13,095	1,065,530

Collieries owned by railways or the State.  
App. 30

44. The East Indian and the North Western railways have collieries of their own. Those of the North Western railway do not produce much coal, but the East Indian railway obtain all their coal from their own colliery, and it is due to this fortunate circumstance that their coal costs them so little and that they are able to keep their working expenses at so low a percentage of their gross earnings.

In the case of most of the other railways, the coal-fields from which their coal is drawn, are a great distance off. The cost of the coal by the time it reaches them is consequently very great, and it is necessary to bear this in mind when comparing the cost of working one railway with another.

Working expenses by departments.  
App. 24, 25, 26 and 27.

45. The working expenses in the different departments of the railways treated as one system are shown in the following table. (The totals are shown in paragraph 40) :

YEAR.	ENGINEERING.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.			GENERAL.		
	Per cent on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile of .	Per train-mile.	Per cent on gross earnings.	Per mile open.	Per train-mile.	Per cent on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per. mile open.	Per train-mile.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
1897 .	12.16	1.535	0.47	15.83	1.010	0.58	4.40	544	0.17	8.23	0.98	0.30	5.20	631	0.19
1898 .	11.44	1.424	0.44	15.66	1.050	0.60	4.20	600	0.19	8.05	1.002	0.31	4.98	620	0.19
1899 .	11.06	1.457	0.44	16.04	1.000	0.61	4.50	570	0.17	7.80	0.86	0.30	4.85	606	0.18
1900 .	11.46	1.413	0.43	16.60	2.129	0.63	4.30	561	0.16	7.96	1.014	0.30	4.67	596	0.18
1901 .	10.50	1.405	0.40	16.63	2.200	0.63	4.52	600	0.17	7.80	1.046	0.30	4.70	623	0.18

46. These results are not unsatisfactory. The results for individual railways, as presented in Appendices 24, 25, 26 and 27, and in Appendices 31 and 32, which show the proportion of freight to the dead weight moved and the capacity hauled, seem, however, to require consideration, though any comparison between different railways must necessarily be made with great caution, as the conditions on no two railways are quite the same, and a judgment of results by averages would be equally misleading, as the same conditions do not obtain throughout the year.

## Summary.

*Net earnings.*

47. Turning now to the net earnings, the following table shows what the net earnings were, and what return they would have yielded on the capital expenditure if all the railways in India were treated as one undertaking :

Net earnings.  
App. 12 and 13.

Year	Net earnings in thousands of rupees.	Percentage of net earnings on capital outlay	NET EARNINGS, EXCLUDING STEAM-BOAT, IN RUPEES.	
			Per mile worked	Per train-mile.
1897	13,12,38	4.65	6,375	1.88
1898	14,43,60	4.93	6,703	2.01
1899	15,45,03	5.00	6,739	1.99
1900	16,46,74	4.99	6,808	1.95
1901	17,90,15	5.26	7,063	2.03

48. But while some railways are now productive, others are still worked at a loss to the State. Taken as a whole, however, the working of the year 1901 resulted, as was shown in paragraph 2, in a net gain to the State of Rs. 1,15,41,198.

Gain or loss to  
State.  
App. 7.

49. Recapitulated, the results show an increase in 1901 over 1900 in—

Mileage open of	2.48 per cent
Coaching traffic—	
Passengers, number of—	10.16 „
Train-mileage	8.76 „
Gross earnings from passengers	12.52 „
Goods traffic—	
Tonnage	0.92 „
Train-mileage	0.06 „
Gross earnings	4.24 „
Working expenses	4.15 „
Net earnings	8.70 „

*Summary.*

50. Summarised, the general results of working Indian railways during the five years 1897-1901 were as follows:

General results.  
App. 7 and 12.

Year.	Mileage open on 31st December.	Gross earnings (Omitting taxes)	Working expenses, (Omitting taxes)	Net earnings (Omitting taxes)	PER CENT OF NET EARNINGS ON CAPI- TAL			PER MILE WORKED (IN RUPEES)			PER TRAIN-MILE (IN RUPEES)			Gain or loss to State. (Omitting taxes)
					Per cent of net earnings on capi- tal	Per cent of gross earnings	Per cent of gross earnings	Gross earn- ings.	Work- ing exp- enses.	Net earn- ings	Gross earn- ings.	Work- ing exp- enses	Net earn- ings.	
1897	21,123	25,60,11	15,47,73	13,12,38	4.65	48.74	12,40.2	6,027	6,375	1.60	1.78	1.88	-2,10,25	
1898	22,048	27,45,50	13,01,19	14,43,60	4.93	47.4	12,721	6,018	6,703	3.82	1.81	2.01	-1,11,63	
1899	23,528	29,41,25	13,46,22	15,45,03	5.00	47.47	12,806	6,007	6,739	3.79	1.80	1.99	-46,01	
1900	24,700	31,59,65	15,12,91	16,46,74	4.99	47.88	13,025	6,217	6,808	3.73	1.78	1.95	+8,72	
1901	25,373	33,45,79	15,75,14	17,90,15	5.26	46.81	13,251	6,190	7,063	3.80	1.77	2.03	+1,15,41	

51. The Indian railway system having for two years in succession been worked at a profit to the State, it may now be regarded as having ceased to be a burden to the general revenues of the country; and the net receipts from railways may be expected in future to be one of the most certain and increasing sources of State revenue.



## PART II.

### MISCELLANEOUS.

**Chief events of the year.**

52. The chief events of the year 1901 are recorded below :

As representations continued to be made to the Government of India that the inconvenience and hardships experienced by the lower class passengers on account of the absence of latrine accommodation in carriages had in no way abated, all railways in India were invited to take steps for the provision of such accommodation—

- (a) as early as possible in all intermediate and third class carriages running on mail and fast passenger trains, that is, trains which are not timed to stop at every station; and
- (b) as opportunity arises in all other carriages of these classes except those intended for use on suburban trains running for distances of less than 50 miles.

A long standing dispute between the Oudh and Rohilkhand and Bengal and North-Western railways in connection with the carriage of, and rates for, traffic conveyed over the 3' 3 $\frac{3}{4}$ " gauge link between Burhwal and Cawnpore was settled by power being given to the Bengal and North-Western Railway Company to quote rates over the link, the through rate being divided between the two railways in mileage proportion.

The dispute between the Great Indian Peninsula, the Southern Mahratta and the West of India Portuguese railways, as to the routing of traffic between Bombay and Southern Mahratta railway stations, was settled by a territorial division of the traffic.

The Cherra-Companyganj State railway (Assam) was finally closed on the 15th October 1901, as since the earthquake it had ceased to earn working expenses and the volume of the traffic offering was insufficient to justify its being kept open.

A meeting was held, on the 2nd July and the two succeeding days, of the mercantile and railway bodies interested in certain questions connected with (i) the entrance of the Bengal-Nágpur railway into Jherriah; (ii) the relief of congestion of traffic on the lower section of the East Indian railway; and (iii) the provision of an independent access to Calcutta from the United Provinces of Agra and Oudh, so as to give to the Committee appointed to investigate and advise the Government of India on these questions, an opportunity of hearing the views of those concerned. The Committee recommended that—

- (i) the Bengal-Nágpur railway should be allowed free entrance into the Jherriah coal-field;
- (ii) additional lines were not necessary for the relief of the congestion on the East Indian railway which was due to other causes; and
- (iii) a line should be constructed from Gya to connect with the Bengal-Nágpur railway so as to afford an alternative route to Calcutta from Northern India.

Owing to the difficulty experienced by the India Office in obtaining reasonably early delivery of locomotives ordered in England for Indian railways, the Secretary of State requested that a General Conference of Locomotive Superintendents of both State and Company lines should be summoned for the purpose of considering the question of, and making recommendations for, the standardization of locomotives of all gauges of Indian railways. Mr F. Wolley-Dod of the retired list, Public Works Department, was appointed President of the Conference which was held at Calcutta on the 9th December and the four succeeding days, and recommended—

- (i) That under Indian conditions a fixed scale of standard dimensions and standard weights and of loads and working stresses is essential and should be prescribed by Government for each gauge of railway;

- (ii) That a higher standard of loads than is at present allowed should, as soon as possible, be settled and accepted by Government for adoption as a maximum;
- (iii) That until this new standard is decided on, Government should be asked to permit present standards to be exceeded, each case being decided on its merits;
- (iv) That with regard to the standardization of locomotives, the English makers, who have represented their difficulties under the system now in force and have suggested a standardization for current use, should be invited to prepare in collaboration, a series of standard designs which they consider calculated to meet their views, and to ensure a more rapid rate of delivery and a decreased cost—the series to comprise engines of certain mentioned types, the designs being prepared so that, as far as may be possible, corresponding parts of the various classes may be interchangeable; and
- (v) That in order to maintain the standards eventually arrived at, the existing Committee of Locomotive and Carriage Superintendents for India should be recognized by Government and the Railway Companies as the tribunal for maintaining or relaxing the standards from time to time.

On the 26th November, the Government of India issued orders convening a Conference at Delhi, between the officers who will have charge of the arrangements for the Proclamation Ceremony of His Majesty King Edward VII and those controlling the railways working into Delhi, to provide facilities for dealing with the expected traffic.

During the year a direct service of steamers for the carriage of tea and jute was established between Chittagong and London in connection with the Assam-Bengal railway. The first steamer left the port on the 4th August and the experiment promises to prove successful.

The running of bogie carriages has been introduced on the Eastern section of the Eastern Bengal State railway, and the Darjeeling mail is now run from Calcutta to Damukdia entirely with bogie carriages.

Mr. T. Robertson, C.V.O., who had been appointed by His Majesty's Secretary of State to investigate the working of railways, arrived in India on the 19th October 1901, and made an extensive tour through the country visiting all the railways.

On the 1st January, the working of the Northern section of the East Coast railway, from the north distant signal of Waltam station to Barang, near Cuttack, a length of 319·51 miles, was transferred to the Bengal-Nagpur railway, the Southern section, from Washermenpet to Viragapatam, 497·22 miles, being made over to the Madras railway to work.

On the 1st January, the maintenance of the 5' 6" gauge portion of the Rajputana-Malwa railway from Ferozpur to Bhátinda was taken over by the North Western State railway from the Bombay, Baroda and Central India railway.

On the 18th January, an Indenture was executed for the construction of the Calicut-Azhikal extension of the Madras railway.

By an Indenture of the 1st February the arrangements for working the Rajputana-Malwa and other connected railways by the Bombay, Baroda and Central India Railway Company were revised, the contract being extended up to the 31st December 1905.

By an Indenture of the 5th February the arrangements for the working of the Lucknow-Bareilly State railway by the Rohilkund and Kumaon Railway Company were revised, the contract being extended up to the 31st December 1907.

On the 27th March, Indentures were executed for the construction of a railway from Laksam *via* Naakhali to Ichakhali (Bengal) which on completion will be worked by the Assam-Bengal Railway Company.

On the 1st November, a contract was executed for the construction and working of a branch railway from Walajah Road (Arcot) to Ranipet by the Madras Railway Company.

The contract for the construction of the Kalka-Simla railway was modified during the year in some particulars, the most notable being that 2' 6" has been adopted for the gauge instead of 2' 0".

## Important works completed.

Important works completed.

### Important works completed.

53. The following works of importance were completed during the year 1901 :

- (a) *Bengal and North-Western railway*.—The Barundhi bridge (8 spans of 80-foot girders), which was passed for traffic on the 25th February 1901; the Chota Kosi bridge (7 spans of 80-foot girders) and the Boro bridge (3 spans of 60-foot girders), which were opened on the 26th June 1901;
- (b) *Bengal-Nagpur railway*.—The bridge over the Cossye river (16 spans of 100-foot girders), which was opened on the 8th June 1901;
- (c) *Bombay, Baroda and Central India railway*.—The doubling of the line up to Baroda, the second line being opened throughout on the 21st April 1902;
- (d) *Burma railways*.—The Gokteik viaduct (10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet), which was opened on the 1st June 1901;
- (e) *Eastern Bengal State railway*.—The Teesta bridge (13 spans of 150-foot girders) and approaches on the Northern section, which were opened on the 1st April 1901; the conversion of the line from Teesta to Moghalhat, 12½ miles, from 2' 6" to 3' 3¾" gauge, which was opened on the same date; the Dharila bridge at Moghalhat (10 spans of 150-foot girders), which was passed for traffic on the 19th December 1901;
- (f) *East Indian railway*.—The doubling of the track between Sitarampur and Barakar, the second line being opened on the 6th March 1901; the doubling of the track between Shahdara and Delhi, 8.60 miles, the second line being opened on the 20th February 1902;
- (g) *Great Indian Peninsula railway*.—The Girna bridge (9 spans of 170' 8" girders), which was opened on the 16th May 1901;
- (h) *Jodhpur-Bikaner railway*.—The conversion of the Hyderabad-Shadipalli railway from the 5' 6" gauge to the 3' 3¾" gauge;
- (i) *Madras railway*.—The doubling of the track between Washermenpet and Veyasarpady, 1.50 miles, the second line being opened on the 14th September 1901; and
- (j) *Oudh and Rohilkhand railway*.—The permanent bridge (11 spans of 200-foot girders) over the Ganges at Garhmukhtesar with approaches, which was opened on the 11th April 1901.

### Rolling-stock.

Rolling-stock.  
App. 33, 33A, and 34

54. It was stated in the report for 1900 that the development of railways had been much hampered for want of rolling-stock, but that large allotments of funds had been made to correct this defect. During 1900, 155 engines, 539 passenger carriages, and 3,392 wagons were added to the stock of the 5' 6" and 3' 3¾" gauge railways. In 1901 a further addition was made of 223 engines, 563 passenger carriages and 4,695 wagons.

55. The total outlay on rolling-stock for 5' 6" and 3' 3¾" gauge railways amounted at the close of 1901 to Rs. 45,15,32,000, or at the rate of Rs. 18,215 per mile open, as will be seen from Appendix No. 33. The additions to the supply of rolling-stock which have been made in recent years, have brought the requirements of all the railways more or less up to date. The additions under supply to meet further developments of traffic are shown at the foot of the same appendix, and amount to 451 engines, 1,259 passenger vehicles and 7,813 wagons.

56. The work done by the rolling-stock is shown in Appendix 33-A. The conditions are so different on each railway that no fair deductions can be drawn from the results of a whole year's working; and an examination of this question by averages would be most misleading. On some railways the work is fairly distributed throughout the year, on others the greater part of the traffic is forced into 2 or 3 months of the year; and although the figures presented appear to show that the best use has not

been made of the available stock and that some railways have more than they need, no accurate conclusions can be drawn without some knowledge of the local conditions on each railway. Better and more trustworthy results could be obtained from statistics of work done during the busiest month in the year, and it is under consideration whether such statistics should not be compiled in future.

57. During the year 1901, 208 engines and 628 vehicles were fitted with automatic brakes, making the number so fitted at the close of the same year 1,777 engines and 9,298 vehicles, as against 2,243 engines and 80,021 vehicles not yet fitted. The use of automatic brakes is at present confined to railways with fast passenger trains or running over country with steep gradients. Automatic brakes.  
App. 25.

58. During the year 1901, 1,091 vehicles were fitted with Pintsch's gas, making the total number so fitted at the close of the year 6,577, as compared with 4,437 unfitted on the railways which light their trains by gas. Carriages lighted  
by gas.  
App. 36.

59. By degrees all vehicles are being fitted with screw couplings at one if not at both ends. Couplings.

60. During the year under review, 112 stations were fitted with apparatus for interlocking points and signals, but progress in the introduction of automatic instruments for signalling trains between stations was small, only 27 stations having been provided with these instruments. Interlocking and  
block working.  
App. 37.

### Accidents.

61. The accidents which occurred during the year 1901 compare as follows with those which occurred during the preceding four years : Accidents.  
App. 38.

YEAR.	PASSENGERS						SERVANTS						OTHER PERSONS										Total all classes	
	From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct		Total		From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct		Total		While passing over railways at level crossings		Travellers		Vehicles		Miscellaneous, not included in preceding columns		Total.			
	Killed	Injured.	Killed.	Injured	Killed	Injured.	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured		
1897	22	125	57	210	71	338	17	17	212	30	342	25	10	520	163	169	0	15	4	230	169	1,031	904	
1898	6	60	63	188	69	254	25	6	174	30	304	30	0	155	170	48	5	11	15	553	174	819	790	
1899	7	86	60	191	67	258	20	92	112	171	283	21	10	415	141	103	6	25	21	504	184	863	896	
1900	14	85	83	258	97	341	21	84	236	194	430	12	17	478	236	161	8	17	35	111	211	1,205	1,106	
1901	3	47	91	231	94	325	11	53	261	175	436	41	17	542	170	120	0	13	18	745	214	1,114	970	

62. The following were the principal accidents :

Train accidents.

On the 28th August, No 15 up Assam mail train collided with a down ballast train at Teesta Junction station on the Kaunia-Dharila section, owing to the former train having been allowed to enter whilst the latter was being shunted into a siding. One passenger and six railway servants were injured, and the rolling-stock was damaged.

On the 29th December, No. 15 up mail train collided with a down special goods train at Rungpore station on the Northern section, owing to the points having been wrongly set. Four passengers and three railway servants were injured and the rolling-stock and permanent-way damaged.

**Accidents.**

On the 24th January, a collision occurred between Nos. 76 and 110 down goods trains at Bally Khal block hut, owing to the driver of the former train having entered against signals. The rolling-stock and permanent-way were damaged.

East Indian railway.

On the 27th January, the rear portion of a goods train consisting of 20 vehicles and a brake van, which were uncoupled for the purpose of detaching 10 trucks from the train, ran back from Karmatar station into the Kasectar catch siding, and, running through the buffer stop at the end of the siding, was completely wrecked. One railway servant was slightly injured.

On the 19th March, 18 wagons parted from the engine while being backed to the Lilloah workshops, owing to one of the side chains breaking, and, running into the carriage and wagon shop siding, collided with and set in motion wagons being repaired there, killing one railway servant and injuring another.

On the 24th March, a door of a third class carriage attached to an up passenger train caught fire between Mankur and Paraj stations, due, it is believed, to lighted ashes having been allowed to drop between the outer and inner casings. Seven passengers, becoming alarmed, jumped out of the same and adjoining compartments with the result that one was killed and six were injured.

On the 26th March, a fire broke out in four low-sided trucks loaded with grass attached to a special ballast train near Taljhari station. Sixteen coolies, two of whom subsequently died, jumped out of the train before it was stopped and were seriously injured.

On the 7th May, the engine trailing-wheels, tender and 13 following vehicles of No. 5 up passenger train were derailed at mile 169½, between Karmatar and Madhupur stations, owing to the permanent-way having been maliciously tampered with. One passenger was slightly injured and the rolling-stock and permanent-way were damaged.

On the 12th June, a collision occurred at mile 226½ between No. 2 down Punjab mail train and a loaded goods wagon, which had been blown out by a heavy storm of wind from the goods shed siding at Jhajha station. The wagon was derailed and badly damaged. The mail train was uninjured.

On the 28th July, a collision occurred between No. 90 down goods and No. 54 van goods trains, between Jhunjhak and Jaura stations, owing to the guard of the former having stopped his train to shoot and the latter following on without the prescribed interval. One railway servant was seriously injured, and the rolling-stock considerably damaged.

On the 27th November, No. 4 down Bombay mail train was derailed at mile 181½, near Niwar station, owing to a broken rail. One railway servant was injured and the rolling-stock and permanent-way were damaged.

On the 4th June, a fire broke out at the Patel carriage workshops, Bombay, totally destroying 27 vehicles and scorching several others badly. The origin of the fire is unknown.

Great Indian Peninsula railway

On the 1st January, a collision occurred between a down passenger train and some loaded goods wagons standing on the loop line at Banmor station, owing to the driver not having his train under proper control. Two passengers were injured and the rolling-stock was considerably damaged.

Indian Midland railway.

On the 31st January, a collision occurred between Nos. 63-E and 8 goods trains at Tiruvallam station. Seven passengers and one railway servant were slightly injured and the rolling-stock was considerably damaged.

Madras railway.

On the 11th April, a collision occurred between Nos. 37 mixed and 130 express goods trains at the north distant signal at Mamanduru station, owing to line clear having been given to the latter when the line was already occupied. One passenger and five railway servants were injured, and the rolling-stock was considerably damaged.

On the 15th August, a collision occurred between a local train and the rear brake-van of a mixed train which was standing at the up platform of Perambur station. Four passengers were slightly injured.

On the 25th March, a collision occurred between No. 52 down goods train and a heavy stone train at Shadara station, owing to the latter having entered the station against signals. Five passengers were injured, and two railway servants were killed and four injured. The rolling-stock and permanent-way were also considerably damaged.

On the 2nd January, a collision occurred between Nos. 66 down goods and 9 up mixed trains at Malhaur station, owing to the former having entered against signals. Nine passengers were slightly injured and the rolling-stock was damaged.

On the 23rd March, a collision occurred between an up and a down special goods train at Gajraula station, owing to line clear having been wrongly given. Two railway servants were injured and the rolling-stock was considerably damaged.

On the 14th September, a goods special train parted, owing to the failure of the head stock of a covered goods wagon, resulting in the rear portion of the train running back on a down gradient through Panapakam station and colliding with No. 81 mixed train from Cheundragiri. One railway servant was killed, and four passengers and eight railway servants were injured. The rolling-stock was considerably damaged.

### *Flood damages.*

63. The principal damages caused by floods were the following :

On the 26th June, the line between Shaistaganj and Itakhola was breached and washed away in several places, causing detention to traffic.

Assam-Bengal railway

On the 10th September, the line between Lumding and Dimapur was breached in several places, and the through train service from Lumding suspended until the 25th idem.

Owing to exceptionally heavy rainfall during the month of September, several portions of the line between Lakhminia and Kataraah were washed away and through passenger traffic was interrupted for two days. Owing to the same cause, the embankment, a mile east of Mansi station, was breached on the 9th September for a length of 250 feet. The line was restored on the 16th idem, when traffic was resumed.

On the 5th July, at mile 437, near Kulunga station, a single arch bridge of 12-foot span, was completely carried away by floods. The cause of the breach was a local rainfall of about 8 inches in two hours. Traffic working was interrupted for four days.

Bengal-Nagpur railway.

On the 17th September, the ballast and low embankment between miles 394-16 and 395-2 were washed away by floods in the Tanbo Choung. Communication was restored on the following day.

Burma railways

On the 21st September, the line was breached at mile 408-9 A, for a length of 90 feet. Through communication was restored on the 23rd idem.

On the 29th September, the line was breached at several places between miles 303 and 308, necessitating transshipment till the 1st October, when through communication was restored.

On the 4th October, 100 feet of the south approach of the bridge at mile 250-9 were washed away by a heavy flood in the Sinte river. The break was crossed by transshipment from the 4th to the 12th October, when through communication was restored. Further breaches occurred at the same place on the 13th and 22nd, and trains could not pass for two days on the first, and for three days on the latter, occasion.

On the 16th October, an overflow of the Samon river undermined the bridge at mile 330-18 and destroyed both abutments, necessitating transshipment. Traffic was resumed on the 20th.

On the 26th June, an overflow of the Kosi river breached the Ancharaghat line in two places, flooding the road from mile 266-7. Passengers were transhipped in ferry boats until the 10th July, when traffic working was resumed. The line was again breached on the 8th August in three places and Ancharaghat abandoned. Through communication was restored on the 17th September.

Eastern Bengal State railway.

## Flood damages.

On the 10th September, an 18-inch open top culvert was destroyed by a flood at mile 115-8, near Nandina, on the Mynensingh-Jamalpur-Jagannathganj railway. The culvert was filled up and traffic working resumed.

On the 14th August, owing to heavy rain, the down road subsided at mile 93½, for a length of 100 feet, necessitating single line working between Ghoti and Padali on the Thull ghat until the 17th, when the road was restored.

On the 17th October, the engine and one ghat brake of No. 8 up goods train ran into a large quantity of rock, estimated at about 100 tons which had slipped on to the line, and were derailed at mile 72-30 on the Bhoreghat, fouling both down and up roads and necessitating the transshipment of passengers. The line was cleared on the following day.

On the 9th September, owing to exceptionally heavy floods in the Damoodur and Amta rivers, the line between Amta and Islampur was rendered unsafe for traffic; in consequence, all trains had to be terminated at and started from Islampur, and the train service was interrupted for seven days till the water subsided.

From the 7th to the 9th September, owing to floods, all trains had to be terminated at and started from Moshat station. Through communication was restored on the 10th idem.

On the 13th August, owing to an exceptionally heavy rainfall, a landslip occurred at mile 166-4, near Mundra, on the Bina-Katni branch, completely blocking the line for about 100 feet. The break was crossed by transshipment from the 13th to 15th, when communication was restored.

On the 14th January, a bad landslip occurred at miles 11-1 and 11-2, necessitating transshipment. The line was cleared on the 18th January.

On the 5th May, the line between 417 and 419 miles was breached in several places. Through communication was restored on the morning of the 7th.

Owing to exceptionally heavy rainfall during the early part of May throughout the Upper Kabul River Valley, an overflow of the Kabul river undermined the foundations of one of the piers of the bridge at mile 1,092, consisting of 4 spans of 40-foot girders, carrying away two piers. A diversion was made and traffic working resumed on the 11th idem. Owing to the same cause, the Peshawar-Jamrud section was breached in two places and the causeways at the Bassai and Jam nullahs were undermined and destroyed.

On the 14th August, a landslip occurred at mile 473-11, Pishin section, when a large quantity of boulders and earth, estimated at about 30,000 cubic feet, fell on to the line. Considerable damage was done to the permanent-way. Through communication was restored on the 12th idem.

On the 22nd August, an overflow of the Jumna river considerably damaged the line between Sarsawa and Jagadhn, destroying the Nala bridge, 1 span of 50 feet, at mile 1,050. Traffic was resumed on the 2nd September.

On the 20th August, owing to heavy rain, the Kotdwara branch was breached in eight places, necessitating transshipment until the 22nd August, when traffic working was resumed. The total extent of breaches on the line was as follows:—at miles 9-7—9-9, three breaches aggregating 300 feet; at miles 10-9—10-10, a breach of 175 feet; at miles 10-14—14-17, 605 feet; at miles 11-1—11-2, 125 feet; at miles 11-7—11-9, 330 feet; and at miles 12-2—12-6, 725 feet.

Owing to heavy rain from the 21st to the 24th August, the Hardwar-Dehra line was considerably damaged through landslips and washaways, causing interruption to traffic.

On the 10th December, owing to heavy rain, several portions of the Arkonam branch were washed away, and traffic working was interrupted till the morning of the 12th idem, when through communication was restored.

**Railway staff.**

On the 21st February, a breach took place at mile 272.16, between Mandya and Southern Mahratta rail- Yeliyur stations, the bank behind the south abutment way. of the temporary bridge, for nearly 27 feet, being washed away. Through communication was restored the following morning.

On the 2nd May, the line was breached by floods at miles 234.10 and 234.20, between Bidadi and Closepet stations. Communication was restored the following day.

*Railway staff.*

64. The following table shows the number of servants employed of the different races, European, Eurasian and Native :

**Railway staff.**  
App. 39.

Year.	Europeans.	Eurasians.	Natives.	Total.
1897 .	4,793	6,103	284,800	296,495
1898 .	4,007	6,936	291,710	302,653
1899 .	5,292	7,393	329,084	341,774
1900 .	5,229	7,304	337,303	349,976
1901 .	5,481	8,182	350,766	370,137

65. Of the Europeans and Eurasians, the following number were enrolled as Volunteers.

**Volunteer force.**  
App. 40.

Year.	Sergeant Instructors furnished by the Army	ENROLLED STRENGTH OF VOLUNTEERS.					Total No. of European and Eurasian employees on railways.
		LEADERSHIP.			Non-fideli- ciats.	Total number of employees enrolled as Volunteers.	
		Officers.	Non-commissioned Officers.	Volunteers.			
1897	113	398	1,330	1,000	206	12,030*	11,695
1898	116	375	1,302	6,108	271	11,505	11,903
1899	123	345	1,160	9,053	15	11,565*	12,685
1900	122	389	1,400	10,000	175	12,038*	12,503
1901	120	393	1,345	9,638	300	11,076	13,671

66. The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State lines worked by the State and the old Guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

**Police force.**  
App. 41.

Owing to famine during 1900, there was a large increase in the number of thefts with a consequent increase in the claims for compensation, many of which were not satisfied till the following year, thus swelling the payments under this head in 1901.

67. There is a Provident Fund, in connection with every railway in India the object of which is to make some provision for employees against their retirement or for their families in the event of their dying while still in the service of the railway. The money in this fund cannot be attached by courts of law, nor can it be alienated or hypothecated by the employee. Every monthly paid employee, who is neither pensionable nor a menial servant, is obliged to be a member of this fund and is required to

**Provident Fund.**  
App. 34.

\* These figures include non-railway employees enrolled in Railway Corps.



## Railway staff.

subscribe monthly amounts varying on different railways but not exceeding 1-12th of his salary. At the close of the half-year, the railway distributes as bonus among the depositors a first contribution equal to one-half of such subscriptions, and a second contribution, if the earnings permit of this being done, not exceeding one-half of such subscriptions or one per cent. of net earnings. In the case of the more prosperous railways, the double contribution is now generally obtained by depositors.

The amount thus subscribed amounted at the end of 1901 to nearly 378 lakhs of rupees, the bonus paid by railways amounting to nearly 87 lakhs.

**Fine Fund.**  
**App. 42.**

68. Fines inflicted on, and bonus contributions to the Provident Fund forfeited by, employees are not credited to the revenues of the railway, but to what is known as the Fine Fund. The amounts thus withheld are shown in Appendix No. 42. On most of the railways the money goes back again to the employees in the shape of contributions to recreation clubs, schools and similar institutions and in the relief of families left in destitute circumstances.

**Schools.**  
**App. 43.**

69. On the larger railways, schools are provided and maintained at all centres where the number of children is large enough to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employees. Government in the Educational Department allow a certain grant for every child who passes the tests prescribed and any deficit is made good from the revenues of the railway or from the Fine Fund. Where the number of employees is not large enough to justify the provision of a railway school, and there already exists a public or private school in the town the schooling fees are borne wholly or in part by the railway.

The number attending school amounted, at the close of 1901, to 5,377 children and 3,581 apprentices and workmen, the contributions by Government amounting to Rs. 35,601; by the railways to Rs. 1,34,447; and by fees to Rs. 1,33,971.

The assistance thus given to employees is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

SIMLA;

A. BRERETON,

*Dated 30th April 1902.*

*Secretary to the Government of India,*

*Public Works Department,*

*Railways.*

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**APPENDICES**  
**of**  
**MILEAGE AND CAPITAL OUTLAY.**

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**Appendix I.**  
**List of Railways.**

**APPENDIX I.**

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1901,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railway comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES OPEN ON 31st DECEMBER 1901, UNDER SEVERAL HEADS OF CLASSIFICATION.							
Main.	Sub.					State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.
						State railway.	Company.			Native State itself.	Company.	State railway.	
<b>A.</b>													
2	(a)	Ahmedabad-Patana.	Bombay, Baroda and Central India Ry. Co.	1-8-97	3' 3"	...	...	...	51.70	...	...	...	...
8	(c)	Amroht.	Great Indian Peninsula Ry. Co.	16-2-71	5' 6"	...	...	...	...	...	5.72	...	...
13	(a)	Amrit-Bhind.	Amrit-Bhind Ry. Co.	1-7-95	3' 3"	...	18-0-21	...	...	...	...	...	...
<b>B.</b>													
28	(a)	Bahar-Light.	Bahar-Light Ry. Co.	1-3-97	6"	...	...	...	21.50	...	...	...	...
16	(a)	Bengal and North-Western (Company's section).	Bengal and North-Western Ry. Co.	1-1-81	5' 6"	...	...	...	743.00	...	...	...	...
3	(a)	Bengal Central.	Bengal Central Ry. Co.	16-10-82	5' 6"	...	12,901*	...	...	...	...	...	...
12	(a)	Bengal Doon.	Bengal Doon Ry. Co.	15-1-93	5' 6"	...	...	...	36.40	...	...	...	...
13	(f)	Bengal Doon extension.	Bengal Doon Ry. Co.	20-1-00	5' 6"	...	...	...	71.50	...	...	...	...
4	(a)	Beneo-Nagpur.	Beneo-Nagpur P. Co.	2-11-86	5' 6"	...	1,32,98*	...	...	...	...	...	...
10	(b)	Berhampur extension.	Nizam Guaranteed State Ry. Co.	10-2-89	5' 6"	...	20,25	...	...	...	...	...	...
20	(c)	Bhavnagar-Mandvi-Indragol-Po-handar.	Bhavnagar-Mandvi-Indragol-Po-handar Ry. Co.	20-12-80	5' 6"	...	...	...	...	351.81	...	...	...
8	(c)	Bhopal-Hat (Native State section).	Great Indian Peninsula Ry. Co.	1-6-82	5' 6"	...	13.11	...	...	...	...	...	...
8	(c)	Bhopal-Patna (Native State section).	Great Indian Peninsula Ry. Co.	1-6-82	5' 6"	...	...	...	...	...	34.24	...	...
8	(f)	Bhopal-Patna.	Great Indian Peninsula Ry. Co.	11-11-90	5' 6"	...	...	...	...	...	113.57	...	...
15	(b)	Bikaner.	Johns Bikaner Ry. Co.	1-1-93	5' 6"	...	...	...	...	157.35	...	...	...
5	(c)	Bun-Guwa-Hat.	Great Indian Peninsula Ry. Co.	1-1-95	5' 6"	...	...	...	...	...	115.50	...	...
21	(c)	Chandigarh.	South Indian Ry. Co.	1-12-90	5' 6"	...	...	...	...	...	37.92	...	...
9	(c)	Bombay, Baroda and Central India.	Bombay, Baroda and Central India Ry. Co.	10-1-92	5' 6"	...	...	180.90	...	...	...	...	...
2	(c)	Bombay, Baroda and Central India.	Bombay, Baroda and Central India Ry. Co.	1-1-99	5' 6"	...	...	...	89.19	...	...	...	...
14	(a)	Bombay, Baroda and Central India.	Bombay, Baroda and Central India Ry. Co.	2-1-77	5' 6"	...	1,177.70	...	...	...	...	...	...
<b>C.</b>													
6	(c)	Calcutta-Lucknow.	Calcutta-Lucknow Ry. Co.	1-11-75	5' 6"	...	...	...	7.65	...	...	...	...
6	(c)	Calcutta-Lucknow.	Calcutta-Lucknow Ry. Co.	24-11-96	5' 6"	739.00	...	...	...	...	...	...	...
2	(c)	Cochin-Bombay.	Cochin-Bombay Ry. Co.	1-1-94	2' 6"	...	...	...	...	...	...	33.76	...
<b>D.</b>													
7	(c)	Dacca-Light.	North-Western Ry. Co.	5-7-99	2' 6"	6.15	...	...	...	...	...	...	...
30	(c)	Darjeeling-Himalayan.	Darjeeling-Himalayan Ry. Co.	21-1-80	2' 6"	...	...	...	51.00	...	...	...	...
3	(f)	Delhi-Umballa-Kaika.	East Indian Ry. Co.	1-3-91	5' 6"	...	...	...	162.74	...	...	...	...
15	(a)	Deoghur.	Deoghur Ry. Co.	23-1-82	3' 3"	...	...	...	4.79	...	...	...	...
Carried over.						85.78	3,478.59	480.90	1,214.60	491.19	340.76	33.76	...

\* Although for convenience classed amongst State lines, this line is the property of the Bengal Central Railway Company.

APPENDIX I—contd.

Appendix I.  
List of Railways.

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1901,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railways comprising each Railway Administration see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1901, UNDER SEVERAL HEADS OF CLASSIFICATION							Lines in foreign territory.
Main.	Sub.					State railway.	Company.	Government railway.	Assisted railway.	Native State railway.	Company.	State railway.	
				Brought forward		85 75	3,178 50	460 90	1,211 65	401 10	316 78	33 78	...
		<b>D.—contd.</b>											
20	(b)	Dharmapada	Dharmapada-Gondal-Jamod-Port-Bombay Ry. Co.	1-6-98	2' 6"	...	...	...	...	20 83	...	...	...
13	(c)	Dibru-Sadiya	Dibru-Sadiya Ry. Co.	16-7-01	3' 6"	...	...	...	77 50	...	...	...	...
		<b>E.</b>											
		Eastern Bengal State—											
2	(a)	Southern and Eastern		2-1-01	3' 6"	28 01	...	...	...	...	...	...	...
2	(a)	Northern and Eastern	Eastern Bengal Ry. Co.	2-5-01	3' 6"	18 50	...	...	...	...	...	...	...
		Kolkata-Dumka branch and intermediate stations.		1-1-01	2' 6"	11 84	...	...	...	...	...	...	...
		Dacca section		1-1-01	...	85 1	...	...	...	...	...	...	...
1	(a)	East Indian	East Indian Ry. Co.	1-5-01	3' 6"	1,536 04	...	...	...	...	...	...	...
		<b>F.</b>											
2	(a)	Gokulwar-Dubou	Punjab-Bombay Ry. Co.	8-1-7	2' 6"	...	...	...	...	75 80	...	...	...
2	(a)	Gokulwar-Meharun	Central India Ry. Co.	21	...	...	...	...	...	92 01	...	...	...
9	(a)	Goshwari-Bombay-Nand		10-1-01	...	...	111 11	...	...	...	...	...	...
8	(a)	Great Indian Peninsula	Great Indian Peninsula Ry. Co.	1-1-01	3' 6"	1,531 27	...	...	...	...	...	...	...
30	(a)	Guntakal-Mysore Frontier	Southern Mysore Ry. Co.	1-1-02	2' 6"	119 40	...	...	...	...	...	...	...
8	(a)	Gwalior-Allah	Great Indian Peninsula Ry. Co.	1-12-99	2' 6"	...	...	...	...	136 11	...	...	...
		<b>H.</b>											
6	(a)	Hawkesbury-Delhi	Omah and Rohilkhand State Ry.	1-1-00	3' 6"	...	...	32 04	...	...	...	...	...
21	(a)	Hindupur (Vijayanagara-Mysore Frontier)	Southern Mysore Ry. Co.	15-12-92	3' 6"	...	...	...	...	51 36	...	...	...
21	(a)	Howrah-Amba	Howrah-Amba Ry. Co.	1-7-97	2' 6"	...	...	28 40	...	...	...	...	...
22	(a)	Howrah-Shakhabad	Howrah-Shakhabad Ry. Co.	2-8-97	2' 6"	...	...	19 75	...	...	...	...	...
10	(a)	Hydrabad-Godavari Valley.	Nizam Government State Ry. Co.	21-10-00	3' 6"	...	...	...	...	301 12	...	...	...
		<b>I.</b>											
8	(d)	Indian Midland	Great Indian Peninsula Ry. Co.	10-1-78	5' 6"	...	706 23	...	...	...	...	...	...
				Carried over		940 17	7,921 79	460 90	1,372 84	512 03	1,067 12	33 78	...

**Appendix I.**  
**List of Railways.**

**APPENDIX I—contd.**

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1901,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1901, UNDER SEVERAL HEADS OF CLASSIFICATION.							Lines in foreign territory.
Main.	Sub.					State lines worked by agency of		Financed by Government.	Assisted by Government.	Lines owned by Native States and worked by agency of			
						State railway.	Company.			Native State itself.	Company.	State railway.	
		<b>J.</b>		Brought forward.		910 17	7 921 79	469 90	1,772 51	512 02	1,087 12	33 78	...
7	(d)	Jammu and Kashmir (Native State section)	North Western State Ry.	15-3-90	5' 6"	...	...	...	...	...	...	15 92	...
20	(b)	Jamnagar . . . . .	Bhavnagar-Dholal-Jamugol-Portland Ry. Co.	9-1-97	3' 3 1/2"	...	...	...	...	51 28	...	...	...
20	(c)	Jatapu Bikhod . . . . .		12-1-93	3' 3 1/2"	...	...	...	...	46 23	...	...	...
18	(f)	Jodhpur . . . . .	Jodhpur-Bikaner Ry.	21-6-82	3' 3 1/2"	...	...	...	...	154 91	...	...	...
18	(e)	Jodhpur-Hydrolal (British section)	Jodhpur-Bikaner Ry.	1-5-92	...	...	123 94	...	...	...	...	...	...
33	(a)	Jorhat . . . . .	Assam State Ry.	15-12-81	2' 0"	39 25	...	...	...	...	...	...	...
		<b>K.</b>											
23	(a)	Karaikal-Peralam . . . . .	South Indian Ry. Co.	11-3-98	3' 3 1/2"	...	...	...	...	...	...	...	11-65
8	(b)	Khampaon . . . . .	Great Indian Peninsula Ry. Co.	1-7-70	5' 0"	...	...	...	...	...	7 59	...	...
11	(c)	Kolar Gold-fields . . . . .	Madras Ry. Co.	1-6-91	5' 6"	...	...	...	...	...	9 84	...	...
21	(f)	Kolhapur . . . . .	Southern Maratha Ry. Co.	21-4-91	3' 3 1/2"	...	...	...	...	...	29 27	...	...
		<b>L.</b>											
13	(a)	Lado and Tika-Marghera-Gollery	Dhru-Solva Ry. Co.	17-2-81	3' 3 1/2"	...	...	...	11-00	...	...	...	...
17	(c)	Lucknow-Bareilly . . . . .	Rohilkhand and Kumaon Ry. Co.	12-10-81	5' 0"	...	2-1 17	...	...	...	...	...	...
7	(c)	Ludhiana-Jalandhar	North Western State Ry.	10-1-91	5' 6"	...	...	...	...	...	...	75 66	...
		<b>M.</b>											
11	(a)	Madras . . . . .	Madras Ry. Co.	1-7-86	5' 6"	...	...	873 17	...	...	...	...	...
11	(a)	Madras (North-East line)	Madras Ry. Co.	20-2-96	5' 6"	...	19-22	...	...	...	...	...	...
27	(a)	Morvi . . . . .	Navari Ry.	11-7-88	2' 6"	...	...	...	...	91 36	...	...	...
2	(d)	Mymensingh-Jamalpur-Jagannathpur.	Eastern Bengal State Ry.	15-10-91	3' 3 1/2"	...	...	...	51 37	...	...	...	...
21	(g)	Mysore-Nanjangud . . . . .	Southern Maratha Ry. Co.	1-12-91	3' 3 1/2"	...	...	...	...	...	15 66	...	...
21	(b)	Mysore section (Southern Maratha).	Southern Maratha Ry. Co.	1-3-81	3' 3 1/2"	...	206 36	...	...	...	...	...	...
		<b>N.</b>											
9	(c)	Nagda-Tilwa . . . . .	Bombay, Baroda and Central India Ry. Co.	15-7-96	5' 6"	...	...	...	...	...	31 32	...	...
11	(d)	Nalgun . . . . .	Madras Ry. Co.	15-6-90	3' 3 1/2"	...	...	...	16-00	...	...	...	...
10	(a)	Nizam's Guaranteed State	Nizam's Guaranteed State Ry. Co.	9-10-71	5' 6"	...	...	...	...	...	359-18	...	...
7	(a)	North Western State . . . . .	North Western State Ry.	13-5-61	5' 6"	1,077 12	...	...	...	...	...	...	...
7	(f)	Nowshera-Durra . . . . .	North Western State Ry.	1-1-01	2' 6"	40 25	...	...	...	...	...	...	...
		<b>O.</b>											
6	(a)	Oudh and Rohilkhand State	Oudh and Rohilkhand State Ry.	22-12-82	5' 6"	1,037-30	...	...	...	...	...	...	...
				Carried over .		5,125-32	9,070 82	1,331-07	1,454-11	1,161-83	1,514-27	128 36	14-65

# APPENDIX I—concl'd.

## Appendix I. List of Railways.

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1901,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

A B—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway	Railway Administration by which worked	Date of first opening of any portion for traffic	Gauge	LENGTH OF RAILWAY, IN MILES, OPEN ON THE DECEMBER 31ST UNDER SEVERAL HEADS OF CLASSIFICATION.								Lines in foreign territory.
Main	Sub.					State line worked by a body of	Lines owned by Native States and ruled by	Government railway.	Assisted railway.	Native State itself.	Company.	State railway.		
		<b>P.</b>		From 1st January 1901		125.32	3,070.00	1,001.07	1,161.11	1,161.83	1,011.25	12.30	14.05	
9	(a)	Palampur-Delhi	Bombay, Baroda, and Central India Ry. Co.	8-11-90	3' 6"		17.28	...	...	...	...	...	...	
4	(a)	Palkamedhi Light	Bombay, Baroda, and Central India Ry. Co.	22-1-01	2' 6"	..	..	..	25.00	..	..	..	..	
9	(a)	Pithal-Chambay (Aymeri-Larapet section)	Bombay, Baroda, and Central India Ry. Co.	1-1-90	3' 6"	..	..	..	..	..	21.50	..	..	
9	(a)	Pithal-Chambay (T. and C. section)	Bombay, Baroda, and Central India Ry. Co.	20-6-90	3' 6"	..	..	..	..	..	10.92	..	..	
24	(d)	Ponicherry	South Indian Ry. Co.	18-12-79	3' 6"	..	..	..	..	..	..	..	7.85	
17	(a)	Poyan Light	Bombay, Baroda, and Central India Ry. Co.	15-6-90	2' 6"	..	..	..	30.50	..	..	..	..	
		<b>R.</b>												
1	(a)	Ranon-Delhi (Aymeri-Larapet section)	Bombay, Baroda, and Central India Ry. Co.	10-9-90	2' 6"	..	36.21	..	..	..	..	..	..	
9	(a)	Raneh	Bombay, Baroda, and Central India Ry. Co.	15-7-90	2' 6"	..	..	..	..	..	37.35	..	..	
7	(a)	Rana Pratap	North Western Prov. Ry.	11-1-81	3' 6"	..	..	..	..	..	..	107.65	..	
1	(a)	Rapar-Munira	Bombay, Baroda, and Central India Ry. Co.	11-1-75	3' 6"	..	161.50	..	..	..	..	..	..	
14	(a)	Ratanpur Light	Bombay, Baroda, and Central India Ry. Co.	1-1-90	2' 6"	..	..	..	20.25	..	..	..	..	
15	(a)	Ratanpur and Ratanpur	Bombay, Baroda, and Central India Ry. Co.	1-1-90	2' 6"	..	..	..	14.92	..	..	..	..	
		<b>S.</b>												
10	(a)	Sahib-Rawal	North Western Prov. Ry.	1-1-90	3' 6"	..	..	..	18.00	..	..	..	..	
1	(a)	Sahib-Rawal	North Western Prov. Ry.	1-1-90	3' 6"	..	..	..	18.00	..	..	..	..	
25	(a)	Sahib-Rawal	North Western Prov. Ry.	1-1-90	3' 6"	..	..	..	18.00	..	..	..	..	
21	(a)	Sahib-Rawal	North Western Prov. Ry.	1-1-90	3' 6"	..	..	..	18.00	..	..	..	..	
5	(a)	Sahib-Rawal	North Western Prov. Ry.	1-1-90	3' 6"	..	..	..	18.00	..	..	..	..	
		<b>T.</b>												
23	(a)	Taran-Delhi (Aymeri-Larapet section)	Bombay, Baroda, and Central India Ry. Co.	1-1-90	3' 6"	..	51.00	..	..	..	..	..	..	
9	(a)	Taran-Delhi (Aymeri-Larapet section)	Bombay, Baroda, and Central India Ry. Co.	1-1-90	3' 6"	..	..	..	17.15	..	..	..	..	
27	(a)	Taran-Delhi (Aymeri-Larapet section)	Bombay, Baroda, and Central India Ry. Co.	1-1-90	3' 6"	..	..	..	31.15	..	..	..	..	
1	(a)	Taran-Delhi (Aymeri-Larapet section)	Bombay, Baroda, and Central India Ry. Co.	1-1-90	3' 6"	..	..	..	31.15	..	..	..	..	
29	(a)	Taran-Delhi (Aymeri-Larapet section)	Bombay, Baroda, and Central India Ry. Co.	1-1-90	3' 6"	..	..	..	31.15	..	..	..	..	
34	(a)	Taran-Delhi (Aymeri-Larapet section)	Bombay, Baroda, and Central India Ry. Co.	1-1-90	3' 6"	..	..	..	31.15	..	..	..	..	
16	(b)	Taran-Delhi (Aymeri-Larapet section)	Bombay, Baroda, and Central India Ry. Co.	1-1-90	3' 6"	..	..	..	31.15	..	..	..	..	
		<b>U.</b>												
19	(a)	Udaipur-Chitor	Udaipur-Chitor Ry.	1-8-90	3' 6"	..	..	..	..	..	67.50	..	..	
		<b>W.</b>												
22	(a)	West of India Portuguese	West of India Portuguese Ry. Co.	17-1-57	3' 6"	..	..	..	..	..	..	..	51.13	
Total railway mileage open in India and Burma on the 31st December 1901						3,125.32	12,441.25	1,334.07	2,350.25	1,220.13	1,531.06	235.41	78.61	

## APPENDIX 2.

For mortgage added during 1961, see Appendix 3, and for mortgage sanctioned for construction, see Appendix 5.

(Reference to an appropriate field Report )

[illegible]

†† From Kumbur to Kulu, 108-00 miles, from New East to New Moor West, 213 miles, Gulistan to Chaman, 36 63 miles, and Ab-i-Jum to Kulu, 27 54 miles, are had with don's.

## Appendix 2. Railway systems.

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 4.

CLASSIFICATION No.		Rule of administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31-12-1904 (MILES)				TOTAL OF EACH CATEGORY OF RAIL IN ADMINISTRATION				Grand total mileage of railways worked by the administration.	
Main.	Sub			5 ft.	3 ft.	2 ft. 6 in.	2 ft.	5 ft.	3 ft.	2 ft. 6 in.	2 ft.		
				Grand total for all				8,227.20	7,007	197.11	6.15	9,767.16	
8	(a)	Great Indian Peninsula (G. I. P.)	Gandhinagar Peninsula	1,548.27									
	(b)		Kidderpore	7.80									
	(c)		Amravati	5.72									
	(d)		Indore-Madurai (I. M.)	296.20									
	(e)		Bombay-Baram	11.50									
	(f)		Bombay-Dahanu	11.27									
	(g)		Bombay-Dahanu	7.20									
	(h)		Coastal Light				120.13	2,674.1			18.13	2,906.34	
9	(a)	Bombay, Baroda and Central India (B. B. & C. I.)	Bombay-Baroda and Central India	4,000.90									
	(b)		Tapi Valley	1,000.18									
	(c)		Nadiad	0.72									
	(d)		Porbandar-Cambay	21.50									
	(e)		Porbandar-Cambay	10.90									
	(f)		Porbandar-Cambay	10.11									
	(g)		Porbandar-Cambay		1,000.30								
	(h)		Porbandar-Cambay		92.61								
	(i)		Porbandar-Cambay		51.00								
	(j)		Porbandar-Cambay		17.25								
	(k)		Porbandar-Cambay			10.00							
	(l)		Porbandar-Cambay			7.7		2,100	1,120.97	110.17		2,733.40	
10	(a)	H. H. N. S. Co. Ltd.	H. H. N. S. Co. Ltd.	20.13									
	(b)		H. H. N. S. Co. Ltd.	20.13									
	(c)		H. H. N. S. Co. Ltd.		91.42				3,507.1	391.42		742.13	
11	(a)	Madras (M.)	Madras	1,711.17									
	(b)		Madras (North East line)	1,157.22									
	(c)		Kolar-Goldfield	9.88									
	(d)		Nilgiri (N.)		10.90			1,300.27	10.90			1,307.17	
12	(a)	Bengal-Duars (B. D.)	Bengal-Duars		30.40								
	(b)		Bengal-Duars extension		71.40				110.70			110.70	
13	(a)	Dohru-Sulva (D. S.)	Dohru-Sulva		77.00								
	(b)		Dohru-Sulva extension		11.00				88.50			99.50	
				Grand total for all				11,000.82	1,107.10	11.25	132.55	17,650.53	

¶ Including 2.06 miles laid on a mixed gauge and 0.31 mile on the 3' 3 $\frac{1}{2}$ " gauge and 1.24 miles laid with double track.

**P. T. O.**



+ Includ 1/2 mile of dock estate line.

# APPENDIX 2—concl'd.

## Appendix 2. Railway systems.

### Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileage added during 1901, see Appendix 3, and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

CLASSIFICATION No.		Railway administration by which worked	Name of railway	LENGTH OF LINE OPEN ON 31st DECEMBER 1901.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 6"	2' 6"	2' 0"	5' 6"	3' 6"	2' 6"	2' 0"	
				Brought forward				11,056.82	5,219.40	3,527.13	112.32	22,760.34
23	(a)	South Indian (S. I.)	South Indian . . . . .		1,027.61							
	(b)		Tanjore District Board (Mayavaram Municipality)		54.8							
	(c)		Kanyakumari-Ponnani		11.6							
	(d)		Pondicherry . . . . .		7.85				1,110.21			1,110.21
24	(a)	Burma (B.)	Burma . . . . .		1,177.79				1,177.79			1,177.79
25	(a)	Myva (M. R. W.)	Myva . . . . .			0				91.51		91.51
26	(a)	Burmah Light (B. L.)	Burmah Light . . . . .			2				20.79		20.79
27	(a)	Upper Burma M. & B.	Upper Burma M. & B.			1				5.12		5.12
28	(a)	Lower Burma M. & B.	Lower Burma M. & B.			0.2				1.0		1.0
29	(a)	Burmah Railway Co. (B. R. Co.)	Burmah Railway Co. . . . .			50.0				0.16		50.16
30	(a)	Burmah Railway Co. (B. R. Co.)	Burmah Railway Co. . . . .				100				100	51.00
31	(a)	Hongkong & Shanghai S. N. Co.	Hongkong & Shanghai S. N. Co. . . . .				0			2.09		2.09
32	(a)	Hongkong & Shanghai S. N. Co.	Hongkong & Shanghai S. N. Co. . . . .				107			19.7		19.7
33	(a)	Japanese Government	Japanese Government . . . . .				20.5			0.25		20.75
34	(a)	Chinese Government	Chinese Government . . . . .							7.7		7.7
Total railway mileage open at close and during calendar year 1901								11,056.82	5,219.40	3,527.13	112.32	22,760.34

\* From Rangoon to Insein, 9.00 miles, Myohauing to Mandalay, 2.45 miles, and Nahaung to Naha, 0.56 mile, are laid with double track.

**Appendix 3.**  
**Additions to mileage.**

**APPENDIX 3.**

*Mileage added to the Railway System of India  
during the Calendar year 1901.*

A. E. - The additions shown in this statement are included in the figures shown in Appendices 1 and 2.  
(Referenced in paragraph 6 of Report)

CLASSIFICATION No.		Railway system to which mileage has been added.	Name of section.	Section of line added during year.	Date of opening for traffic.	ADDITIONS IN MILES MADE TO GROSS MILEAGE DURING 1901.			Total mileage added to railway administration.		
Main.	Sub.					5 0	1 3	4 0	5 0'	1 3 1'	2' 6"
2	(b)	East Indian State.	Patna-Banmuhar.	Patna to Kuma . . . . .	1st April . .		4' 42"	0 57			
				Kachar District . . . . .	15th March . .		0 01				
				Rajahmundry to Machilipatnam . . . . .	1st February . .			0 11		5' 11"	9' 75"
4	(a)	Bombay & Central India.	Bombay-Malabar.	Seethamraju to Chikmagalur . . . . .	15th March . .	3' 00"					
				Pilgrimage to the Holy Land . . . . .	1st June . .	2					
	(c)			Patna to Lucknow . . . . .	1st April . .			1 40	5		25' 0"
7	(a)	North Western State.	Peshawar & Rawalpindi.	Peshawar to Chakdara . . . . .	1st January . .	11 04					
				Hillyard to Chakdara . . . . .	15th March . .	6 01					
	(c)			Delaware to Chakdara . . . . .	15th April . .	1 05					
	(c)			Delaware to Chakdara . . . . .	1st January . .			4 00	05		4' 00"
9	(b)	Bombay & Central India.	Bombay-Malabar.	Patna to Lucknow . . . . .	1st April . .						
	(c)			Patna to Lucknow . . . . .	1st June . .	10 00			10 00		
11	(a)	Madras.	Madras.	Calcutta to Madras . . . . .	1st October . .				5 00		
12	(b)	Bombay & Central India.	Bombay-Malabar.	Madras to Chikmagalur . . . . .	1st April . .		0 50				
				Patna to Chikmagalur . . . . .	15th March . .		0 00			5 50	
	(c)			Patna to Chikmagalur . . . . .	1st January . .		1 00			3 00	
14	(a)	Assam & Bengal.	Assam & Bengal.	Patna to Chikmagalur . . . . .	1st January . .	1 00					
				Patna to Chikmagalur . . . . .	1st November . .	10 25				15 25	
16	(b)	Bombay & Central India.	Bombay-Malabar.	Patna to Chikmagalur . . . . .	1st February . .		2 00				
				Patna to Chikmagalur . . . . .	15th March . .		2 00				
				Patna to Chikmagalur . . . . .	15th December . .		11 30			30 36	
18	(b)	Bombay & Central India.	Bombay-Malabar.	Patna to Chikmagalur . . . . .	15th January . .		2 00			71 81	
23	(a)	South Indian.	South Indian.	Patna to Chikmagalur . . . . .	1st February . .		0 50			0 50	
24	(a)	Burma.	Burma.	Patna to Chikmagalur . . . . .	1st June . .		51 70			51 70	
Total mileage added in 1901 . . . . .									148 01	352 00	75 00

CLASSIFICATION No.		Railway administration to which railway has been added.	Name of owner railway.	Section of line added.	Date of opening	LENGTH			
						1' 0"	3' 0"	2' 6"	2' 0"
Main	Sub								
MILEAGE ADDED FROM THE 1 <sup>ST</sup> JANUARY TO THE 31 <sup>ST</sup> MARCH 1902.									
2	(b)	Eastern Bengal State	Eastern Bengal State	Dhulli Bunder and up to	1 <sup>st</sup> January		1' 0"		
12	(b)	Bengal District	Bengal District	(Dhulli Bunder) to	1 <sup>st</sup> January		3' 0"		
Total mileage added from the 1 <sup>st</sup> January to the 31 <sup>st</sup> March 1902							3' 0"		
MILEAGE ADDED FROM THE 1 <sup>ST</sup> APRIL TO THE 30 <sup>TH</sup> APRIL 1902.									
Grand total mileage open on the 30 <sup>th</sup> April 1902							3' 0"		

**Appendix 4.**  
**Mileage open yearly.**

**APPEN**

*Railway mileage open for traffic year by year under each railway*

**45**

(Referred to in para

N R—A reference to Appendix 2 will furnish the key

Class No.	1	2	3	4	5	6	7	8	9
Calendar Year.	E. I.	E. B. S.	B. C.	B. N.	I. C.	P. T.	O. & R.	N. W.	I. B. & U. I.
1853	---	---	---	---	---	---	---	---	---
1854	120	---	---	---	---	---	---	---	---
1855	120	---	---	---	---	---	---	---	---
1856	120	---	---	---	---	---	---	---	---
1857	120	---	---	---	---	---	---	---	---
1858	120	---	---	---	---	---	---	---	---
1859	120	---	---	---	---	---	---	---	---
1860	120	---	---	---	---	---	---	---	---
1861	120	---	---	---	---	---	---	---	---
1862	120	---	---	---	---	---	---	---	---
1863	120	---	---	---	---	---	---	---	---
1864	120	---	---	---	---	---	---	---	---
1865	120	---	---	---	---	---	---	---	---
1866	120	---	---	---	---	---	---	---	---
1867	120	---	---	---	---	---	---	---	---
1868	120	---	---	---	---	---	---	---	---
1869	120	---	---	---	---	---	---	---	---
1870	120	---	---	---	---	---	---	---	---
1871	120	---	---	---	---	---	---	---	---
1872	120	---	---	---	---	---	---	---	---
1873	120	---	---	---	---	---	---	---	---
1874	120	---	---	---	---	---	---	---	---
1875	120	---	---	---	---	---	---	---	---
1876	120	---	---	---	---	---	---	---	---
1877	120	---	---	---	---	---	---	---	---
1878	120	---	---	---	---	---	---	---	---
1879	120	---	---	---	---	---	---	---	---
1880	120	---	---	---	---	---	---	---	---
1881	120	---	---	---	---	---	---	---	---
1882	120	---	---	---	---	---	---	---	---
1883	120	---	---	---	---	---	---	---	---
1884	120	---	---	---	---	---	---	---	---
1885	120	---	---	---	---	---	---	---	---
1886	120	---	---	---	---	---	---	---	---
1887	120	---	---	---	---	---	---	---	---
1888	120	---	---	---	---	---	---	---	---
1889	120	---	---	---	---	---	---	---	---
1890	120	---	---	---	---	---	---	---	---
1891	120	---	---	---	---	---	---	---	---
1892	120	---	---	---	---	---	---	---	---
1893	120	---	---	---	---	---	---	---	---
1894	120	---	---	---	---	---	---	---	---
1895	120	---	---	---	---	---	---	---	---
1896	120	---	---	---	---	---	---	---	---
1897	120	---	---	---	---	---	---	---	---
1898	120	---	---	---	---	---	---	---	---
1899	120	---	---	---	---	---	---	---	---
1900	120	---	---	---	---	---	---	---	---
1901	120	---	---	---	---	---	---	---	---

\* Transferred partly to the Bengal-Nagpur railway and partly

administration and during the Viceroyalty of each Governor General.

graph 7 of Report.)

to the code letters used to express railway systems

10	11	12	13	14	15	16	17	18	19	20	CLASS No.
N. G. S	M.	B. D.	D. S.	A. B.	D.	N. A. N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	Calendar Year.
...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	1855
...	64	...	...	...	...	...	...	...	...	...	1856
...	80	...	...	...	...	...	...	...	...	...	1857
...	105	...	...	...	...	...	...	...	...	...	1858
...	145	...	...	...	...	...	...	...	...	...	1859
...	180	...	...	...	...	...	...	...	...	...	1860
...	210	...	...	...	...	...	...	...	...	...	1861
...	417	...	...	...	...	...	...	...	...	...	1862
...	447	...	...	...	...	...	...	...	...	...	1863
...	560	...	...	...	...	...	...	...	...	...	1864
...	610	...	...	...	...	...	...	...	...	...	1865
...	641	...	...	...	...	...	...	...	...	...	1866
...	670	...	...	...	...	...	...	...	...	...	1867
...	705	...	...	...	...	...	...	...	...	...	1868
...	720	...	...	...	...	...	...	...	...	...	1869
...	730	...	...	...	...	...	...	...	...	...	1870
...	740	...	...	...	...	...	...	...	...	...	1871
...	750	...	...	...	...	...	...	...	...	...	1872
...	760	...	...	...	...	...	...	...	...	...	1873
...	770	...	...	...	...	...	...	...	...	...	1874
...	780	...	...	...	...	...	...	...	...	...	1875
...	790	...	...	...	...	...	...	...	...	...	1876
...	800	...	...	...	...	...	...	...	...	...	1877
...	810	...	...	...	...	...	...	...	...	...	1878
...	820	...	...	...	...	...	...	...	...	...	1879
...	830	...	...	...	...	...	...	...	...	...	1880
...	840	...	...	...	...	...	...	...	...	...	1881
...	850	...	...	...	...	...	...	...	...	...	1882
...	860	...	...	...	...	...	...	...	...	...	1883
...	870	...	...	...	...	...	...	...	...	...	1884
...	880	...	...	...	...	...	...	...	...	...	1885
...	890	...	...	...	...	...	...	...	...	...	1886
...	900	...	...	...	...	...	...	...	...	...	1887
...	910	...	...	...	...	...	...	...	...	...	1888
...	920	...	...	...	...	...	...	...	...	...	1889
...	930	...	...	...	...	...	...	...	...	...	1890
...	940	...	...	...	...	...	...	...	...	...	1891
...	950	...	...	...	...	...	...	...	...	...	1892
...	960	...	...	...	...	...	...	...	...	...	1893
...	970	...	...	...	...	...	...	...	...	...	1894
...	980	...	...	...	...	...	...	...	...	...	1895
...	990	...	...	...	...	...	...	...	...	...	1896
...	1000	...	...	...	...	...	...	...	...	...	1897
...	1010	...	...	...	...	...	...	...	...	...	1898
...	1020	...	...	...	...	...	...	...	...	...	1899
...	1030	...	...	...	...	...	...	...	...	...	1900
...	1040	...	...	...	...	...	...	...	...	...	1901

to the Madras railway on the 1st January 1901.

#### Appendix 4. Milceage open yearly.

## APPEN

*Railway mileage open for traffic year by year under each railway*

(Referred to in para

**A' B' - A reference to Appendix 2 will furnish the key**

[illegible]

\* Closed for traffic from the

administration and during the Viceroyalty of each Governor General.

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to the code letters used to express railway systems

31	32	23	31	Total actual mileage opened during the year.	Deduct retire- ments, abandon- ments, etc., and mileage	Net mileage open during the year.	Total mileage open for traffic at close of the year	Viceroy	CLASS: No.
II. A	II. S	J.	I. D.						CALIF- DAR YEAR.
...	...	...	...	30	...	20	20	Marquis of Dalhousie . . . . .	{ 1853 1854 1855
...	...	...	...	50	11	51	71		
...	...	...	...	98	-1	98	169		
...	...	...	...	103	...	103	272	Earl Canning . . . . .	{ 1856 1857 1858 1859 1860
...	...	...	...	15	...	15	267		
...	...	...	...	110	...	110	427		
...	...	...	...	198	...	198	625		
...	...	...	...	513	11	513	1,814		
...	...	...	...	748	11	740	1,567		
...	...	...	...	226	...	716	2,117	Earl of Elgin . . . . .	{ 1862 1863
...	...	...	...	171	...	164	2,507		
...	...	...	...	451	...	451	2,053	Lord Lawrence . . . . .	{ 1864 1865 1866 1867
...	...	...	...	405	...	405	2,053		
...	...	...	...	200	...	200	2,053		
...	...	...	...	365	11	365	4,008		
...	...	...	...	218	-1	217	1,775	Earl of Mayo . . . . .	{ 1869 1870 1871
...	...	...	...	316	...	316	5,004		
...	...	...	...	302	...	302	5,004		
...	...	...	...	303	...	303	5,004	Lord Northbrook . . . . .	{ 1872 1873 1874
...	...	...	...	303	...	303	5,004		
...	...	...	...	303	...	303	5,004		
...	...	...	...	310	...	310	5,004	Lord Lytton . . . . .	{ 1876 1877 1878 1879
...	...	...	...	310	...	310	5,004		
...	...	...	...	310	...	310	5,004		
...	...	...	...	310	...	310	5,004		
...	...	...	...	738	...	738	11,001	Marquis of Ripon . . . . .	{ 1881 1882 1883
...	...	...	...	563	...	563	10,001		
...	...	...	...	1,190	-17	1,173	11,001		
...	...	21	1	651	11	651	12,267	Earl of Dufferin and Ava . . . . .	{ 1885 1886 1887
...	...	27	1	614	-1	629	12,267		
...	...	31	8	1,114	-1	1,113	13,162		
...	...	28	8	1,326	-15	1,311	15,893	Marquis of Lansdowne . . . . .	{ 1889 1890 1891 1892 1893
...	...	28	8	516	-1	515	16,407		
...	...	28	8	867	-9	858	17,264		
...	...	28	8	577	...	577	17,841		
...	...	28	8	610	...	610	18,510		
...	...	28	8	408	-1	376	19,106	Earl of Elgin . . . . .	{ 1894 1895 1896 1897 1898
...	...	28	8	608	-1	607	19,713		
...	...	28	8	709	11	707	20,262		
14	17	28	8	815	11	804	21,123		
26	19	28	8	888	17	825	22,048		
29	20	28	8	1,484	4	1,480	23,528	Lord Curzon . . . . .	{ 1899 1900 1901
29	20	28	8	1,237	-1	1,236	24,760		
29	20	28	8	570	13	613	25,373		



*Mileage under construction or sanctioned at the close of the Calendar year 1901.*

(Referred to in paragraph 9 of Report.)

Note.—Railways opened since the close of year are shown in Appendix 3.

CLASSIFICATION NO.		Railway administration to which line constructed.	Name of owning railway.	Section of line the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.								REMARKS.
Main.	Sub.					Mileage sanctioned to be constructed.				Total sanctioned for construction by the railway administration.				
						5' 0"	3'	2'	2' 0"	5' 0"	3'	2'	2' 0"	
1	(a)	East Indian	East Indian	Buran to Dahanu (including the collector branch).	11th May 1901	13.2								Work commenced.
				Shiradi to Dahanu.	11th January 1901	9.62								Work commenced.
				Khatwas to Dahanu.	11th November 1901	7.00								Work commenced.
				Khatwas to Dahanu (branch).	11th November 1901	2.7								Work commenced.
				Lakra to Dahanu.	11th November 1901	1.7								Work commenced.
				Northern half of the Madras to Khatwas branch.	11th November 1901	0.71								Work commenced.
2	(a)	Eastern Bengal State	Eastern Bengal State	Kalka to Simla.	11th June 1901			10.00		10.32		0.32		Work commenced. Almost completed.
				Panchkula to the Ganges.	11th June 1901	0.01								Work commenced.
				Patna to Chhapra.	11th June 1901	1.00								Work commenced.
				Mughalhat to Dhanu.	11th June 1901	0.1				7.1	38.81			Portion since opened.
				Malpura to Panchkula.	11th June 1901	11.7								Work commenced.
				Panchkula to Chhapra.	11th July 1901	9.4								Work commenced.
3	(a)	Bengal-Nagpur	Bengal-Nagpur	Chhapra to Dhanu.	11th November 1901									Work commenced.
				Burhanpur to Dhanu.	11th November 1901	1.1								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
4	(a)	North and North-Western	North and North-Western	Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
5	(a)	North and North-Western	North and North-Western	Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
6	(a)	North and North-Western	North and North-Western	Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
7	(a)	North and North-Western	North and North-Western	Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
8	(a)	North and North-Western	North and North-Western	Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
9	(a)	North and North-Western	North and North-Western	Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
10	(a)	North and North-Western	North and North-Western	Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
11	(a)	North and North-Western	North and North-Western	Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
				Dhanu to Ahmedabad.	11th November 1901	1.0								Work commenced.
						Grand Total				16	70	7	34	178.

### Appendix 5. Miles in construction.

**(Referred to in paragraph 9 of Report.)**

**Note**—Railways opened since close of year are shown in Appendix 3

CLASSIFICATION No.		Railway administration by which being constructed	Name of owning railway	Section of line the construction of which has been sanctioned	Date construction was sanctioned	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED								REMARKS	
Main.	Sub					Mileage sanctioned to be constructed.	Total sanctioned for construction by the railway administration								
							5' 6"	1' 2"	2' 6"	2' 0"	5' 6"	1' 2"	2' 6"		2' 0"
						Balance forward				40' 7"	251' 7"	404' 8"	50' 8"		
12	(b)	Bengal-Dooars	Bengal-Dooars extension.	Chabua to Hanti-pada	2nd March 1898	1' 0' 0"								Work commenced and opened.	
				Chabua to Pargul	1st March 1898	3' 0'						42' 26"			
14	(a)	Assam Bengal	Assam-Bengal	Dumkhat to Lum-din	20th May 1898	15' 1"								Work commenced.	
	(b)					Lum-din to Lushai	1st May 1898								Work commenced.
			Notulali (Bengal).	Lushai to Kachikhat	1st April 1898	11' 9"						1' 0' 19"		Not commenced.	
16	(a)	Bengal and North Western.	Bengal and North-Western	Patna to Ferozpur	December 1897	1' 0'								Not commenced.	
				Ferozpur to Ferozpur	1st May 1898	31' 4"								Not commenced.	
				Patna to Calcutta	1st December 1897	1' 0'						67' 00"		Not commenced.	
17	(b)	Rohilkhand and Kumaon	Lucknow-Bareilly	Dudhwa to the Mohan river	1st March 1898	5' 0'						5' 0'		Not commenced.	
18	(b)	Jodhpur-Bikaner	Bikaner	Samodeh to Bikaner	1st July 1897	88' 00"						88' 00"		Work commenced.	
23	(a)	South Indian	South Indian	Mohra to Tumkur	2nd April 1898	9' 33"								Work commenced.	
						Maddur to Srirangapatna	1st April 1898	0' 00"							Work commenced.
						Tumkur to Srirangapatna	1st April 1898	0' 13"							Work commenced.
	(b)	South Indian	Travancore	Madurai to Attur	1st November 1897	1' 0'								Work commenced.	
	(c)			Travancore to Madurai	1st April 1898	77' 04"						77' 04"		Work commenced.	
24	(a)	Burma	Burma	Hagaya to Lashio	1st October 1897	1' 0' 0"								Work commenced.	
				Lashio to Lashio	1st October 1897	114' 40"						114' 40"		Work commenced.	
25	(c)	Patna Light	Patna Light	Patna to Patna	1st November 1897	0' 70"						0' 70"		Not commenced.	
36	(a)	Calcutta-Poona	Calcutta-Poona	Calcutta to Poona	1st May 1898	15' 70"						15' 70"		Not commenced.	
37	(a)	Mohra District Board	Mohra District Board	Mohra to Kuvva	1st May 1898	0' 00"						0' 00"		Work commenced.	
				Kuvva to Kuvva	1st May 1898	0' 00"						0' 00"		Work commenced.	
Total mileage sanctioned and still remaining to be constructed						40' 7"	251' 7"	404' 8"	50' 8"						

*Damage sustained from fire at property 1902 to the 31st April 1902.*

MILEAGE SANCTIONED FROM THE 1st JANUARY TO THE 31st MARCH 1902											
1	(a)	East Indian	East Indian	Manmad to Solapur	14th March	1902		125	...	...	
2	(a)	Eastern Bengal State	Eastern Bengal State	Kolkata to ...	15th February	1902	...	...	...	...	
9	(4)	Bombay, Baroda and Central India	Gadchiroli - Dahanu	Dahanu to ...	15th February	1902	...	...	9'00	...	
12	(a)	Madras	Madras	Ahmednagar to ...	10th January	1902	77'70	...	...	...	
25	(a)	Shahdara-Saharanpur Light	Shahdara-Saharanpur Light	Shahdara to ...	14th January	1902	...	9'00	...	...	
				Baraut to ...	14th January	1902	...	3'00	...	...	
Total mileage sanctioned from the 1st January 1902 to the 31st March 1902								10'00	...	11'00	...
MILEAGE SANCTIONED FROM THE 1st TO THE 30th APRIL 1902											
Nil.											

Appendix 6.  
Weekly earnings.

APPEN

Gross earnings (average) of individual  
and  
Proportion of working expenses

(Referred to in paragraph

N. B.—When figures refer to be shown under any railway it is to be understood that such

RAILWAY.	EAST INDIAN RAILWAY SYSTEM (1901-27 MILE S).													
	(a)								(b)		(c)		(d)	
	EAST INDIAN (19,304 miles).								Delhi-Umritsara-Kalka, 5' 6" (102 24 miles).		South Bihar, 5' 6" (76 76 miles).		Tatanagar, 4' 6" (26 23 miles).	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	731	62 18	...	...	...	...	...	...	...	...	...	...	...	...
1855	108	51 6	...	...	...	...	...	...	...	...	...	...	...	...
1856	107	40 6	...	...	...	...	...	...	...	...	...	...	...	...
1857	212	39 12	...	...	...	...	...	...	...	...	...	...	...	...
1858	270	40 4	...	...	...	...	...	...	...	...	...	...	...	...
1859	281	44 7	...	...	...	...	...	...	...	...	...	...	...	...
1860	281	45 6	...	...	...	...	...	...	...	...	...	...	...	...
1861	281	46 1	...	...	...	...	...	...	...	...	...	...	...	...
1862	192	51 1	...	...	...	...	...	...	...	...	...	...	...	...
1863	222	55 1	...	...	...	...	...	...	...	...	...	...	...	...
1864	281	50 7	...	...	...	...	...	...	...	...	...	...	...	...
1865	311	11 2	...	...	...	...	...	...	...	...	...	...	...	...
1866	321	41 24	...	...	...	...	...	...	...	...	...	...	...	...
1867	301	10 1	...	...	...	...	...	...	...	...	...	...	...	...
1868	310	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1869	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1870	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1871	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1872	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1873	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1874	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1875	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1876	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1877	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1878	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1879	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1880	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1881	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1882	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1883	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1884	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1885	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1886	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1887	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1888	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1889	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1890	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1891	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1892	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1893	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1894	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1895	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1896	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1897	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1898	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1899	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1900	301	13 1	...	...	...	...	...	...	...	...	...	...	...	...
1901	731	30 0	...	...	...	...	...	...	...	...	...	...	...	...

\* Converted to 5' 6" gauge in 1902

Note.—Earnings per mile per week exclude steam-taxes

railways per mile per week

to gross earnings.

11 of Report.)

railway has been amalgamated with the system by which it has been worked.

EASTERN RAILWAY SYSTEM (1,000 MILES).																		
(a) EASTERN AND SOUTHERN SECTIONS. (2,400 miles).				(b) NORTHERN, BANAR AND DELHI SECTIONS. (900 miles).								(c)		(d)		(e)		Railway.
Eastern and Southern sections. 2,400 miles.		Calcutta and South Eastern section 500 miles.		Northern Bengal section, 300 miles.		Kaula-Dharila, 300 miles.		North and Behar sec 100 miles. Kaula-Dharila & Banarhat 300 miles.		Dacca section, 300 miles.		Brahmaputra-Sutlej 300 miles.		Mysore-Bombay section 300 miles.		Lucknow-Bombay, 300 miles.		Calendar year.
Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1897
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901

\* Information not available.  
† Included with the Eastern and Southern sections.

and proportion of expenses to earnings include steam-haul.

P. T. O.

**Appendix 6.**  
**Weekly earnings.**

**APPEN**

*Gross earnings (average) of individual  
and  
Proportion of working expenses*

(Referred to in paragraph

N° 3 — When figures cease to be shown under any railway it is to be understood that such

Railway.	EAST INDIAN RAILWAY SYSTEM (21 137 MILES).													
	(a) EAST INDIAN (1° 104 111-1)								(b) Delhi-Umhalia- Kalka, 2° 6° (102 34 miles).		(c) South Bihar, 2° 6° (78 76 miles).		(d) Tatanagar, 2° 6° (22 23 miles).	
	East Indian, 5° 6° (102 34 miles).		Patna-Gya, 2° 6° (27 20 miles).		Kalka, 2° 6° (22 23 miles).		Tatanagar, 2° 6° (22 23 miles).		Earnings per mile per week.	Pro- portion of exp. to earnings.	Earnings per mile per week.	Pro- portion of exp. to earnings.	Earnings per mile per week.	Pro- portion of exp. to earnings.
	Earnings per mile per week.	Pro- portion of exp. to earnings.	Earnings per mile per week.	Pro- portion of exp. to earnings.	Earnings per mile per week.	Pro- portion of exp. to earnings.	Earnings per mile per week.	Pro- portion of exp. to earnings.						
Calendar year.														
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	131	62 18	...	...	...	...	...	...	...	...	...	...	...	...
1855	108	51 07	...	...	...	...	...	...	...	...	...	...	...	...
1856	117	41 1	...	...	...	...	...	...	...	...	...	...	...	...
1857	212	3 12	...	...	...	...	...	...	...	...	...	...	...	...
1858	201	4 4	...	...	...	...	...	...	...	...	...	...	...	...
1859	24	44 7	...	...	...	...	...	...	...	...	...	...	...	...
1860	211	45 6	...	...	...	...	...	...	...	...	...	...	...	...
1861	240	40 11	...	...	...	...	...	...	...	...	...	...	...	...
1862	192	51 21	...	...	...	...	...	...	...	...	...	...	...	...
1863	21	5 01	...	...	...	...	...	...	...	...	...	...	...	...
1864	251	50 52	...	...	...	...	...	...	...	...	...	...	...	...
1865	311	11 52	...	...	...	...	...	...	...	...	...	...	...	...
1866	304	41 24	...	...	...	...	...	...	...	...	...	...	...	...
1867	301	40 11	...	...	...	...	...	...	...	...	...	...	...	...
1868	240	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1869	301	41 1	...	...	...	...	...	...	...	...	...	...	...	...
1870	404	43 104	...	...	...	...	...	...	...	...	...	...	...	...
1871	404	43 104	...	...	...	...	...	...	...	...	...	...	...	...
1872	300	43 1	...	...	...	...	...	...	...	...	...	...	...	...
1873	300	11 11	...	...	...	...	...	...	...	...	...	...	...	...
1874	382	18 7	...	...	...	...	...	...	...	...	...	...	...	...
1875	404	35 0	...	...	...	...	...	...	...	...	...	...	...	...
1876	311	30 8	...	...	...	...	...	...	...	...	...	...	...	...
1877	454	30 16	...	...	...	...	...	...	...	...	...	...	...	...
1878	515	31 81	...	...	...	...	...	...	...	...	...	...	...	...
1879	507	35 10	...	...	...	...	...	...	...	...	...	...	...	...
1880	512	12 81	121	5 11	65	67 46	...	...	...	...	...	...	...	...
1881	519	33 14	111	30 12	40	10 33	50	128 33	...	...	...	...	...	...
1882	514	31 8	111	10 11	47	70 0	61	60 42	...	...	...	...	...	...
1883	61	50 11	111	1 1	51	50 00	73	85 24	...	...	...	...	...	...
1884	600	30 5	111	51 07	57	60 09	80	40 87	...	...	...	...	...	...
1885	510	37 01	111	5 04	57	40 11	75	58 17	...	...	...	...	...	...
1886	511	35 11	111	5 11	51	82 08	75	52 38	...	...	...	...	227	57 57
1887	591	31 29	111	5 01	51	85 20	76	50 05	...	...	...	...	215	52 15
1888	511	31 11	111	40 51	60	70 57	77	46 45	...	...	...	...	228	40 86
1889	511	33 11	105	1 97	71	70 39	71	91 13	...	...	...	...	242	51 10
1890	557	34 0	115	4 50	71	78 18	...	...	...	...	...	...	246	55 51
1891	511	31 35	114	4 81	71	78 01	...	...	...	...	...	...	245	49 64
1892	61	21 21	211	12 76	61	62 07	...	...	128	47 00	...	...	261	46 18
1893	56	24 47	191	4 01	...	...	...	...	129	48 00	...	...	254	47 28
1894	514	27 14	...	...	...	...	...	...	141	47 00	...	...	245	46 86
1895	604	30 1	...	...	...	...	...	...	150	48 00	...	...	265	48 56
1896	611	31 17	...	...	...	...	...	...	174	48 00	...	...	267	48 37
1897	597	31 91	...	...	...	...	...	...	158	48 00	...	...	271	49 88
1898	640	20 4	...	...	...	...	...	...	186	48 00	...	...	270	48 01
1899	656	31 76	...	...	...	...	...	...	191	48 00	...	...	272	49 54
1900	697	32 84	...	...	...	...	...	...	172	48 00	201	35 00	267	50 58
1901	705	24 71	...	...	...	...	...	...	180	48 00	214	35 00	268	51 01
1902	711	31 01	...	...	...	...	...	...	183	48 00	185	40 12	265	52 11

\* Converted to 5° 6° gauge in 1904.

Note.—Earnings per mile per week exclude steam-taxes

railways per mile per week

to gross earnings.

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railway has been amalgamated with the system by which it has been worked.

EASTERN BENGAL STATE RAILWAY SYSTEM (1,000.71 MILES).																			
(a) EASTERN AND SOUTHERN SECTIONS (2,514 miles)				(b) NORTHERN, BEHAR AND DURG SECTIONS (588.75 miles)								(c)		(d)		(e)		Railway.	Calendar year.
Eastern and Southern sections, 2,514 miles		Northern, Behar and Durg sections, 588.75 miles		Northern Bengal State, 3' 11" (249.2 miles)		Kumaon- Dharila, 2' 6" (17.03 miles)		North and Bihar sec 1' 31" gauge, Dharila & Nautan- bari est 2' 6" gauge (90.47 miles)		Durga section, 3' 11" (45.0 miles)		Brahmaputra- Sankarpur 3' 11" (90.47 miles)		Mymensingha- Jamtara section 3' 11" gauge (100.14 miles)		Coch Behar, 2' 6" (11.12 miles)			
Earnings per mile per week	Pro- of exp- to earn- ings	Earnings per mile per week	Pro- of exp- to earn- ings	Earnings per mile per week	Pro- of exp- to earn- ings	Earnings per mile per week	Pro- of exp- to earn- ings	Earnings per mile per week	Pro- of exp- to earn- ings	Earnings per mile per week	Pro- of exp- to earn- ings	Earnings per mile per week	Pro- of exp- to earn- ings	Earnings per mile per week	Pro- of exp- to earn- ings	Earnings per mile per week	Pro- of exp- to earn- ings		
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\* Information not available

† Included with the Eastern and Southern sections

and report on of expenses to earnings included therein.

P. T. O.

**Appendix 6.**  
**Weekly earnings.**

**APPEN**

**Gross earnings (average) of individual  
and  
Proportion of working expenses**

(Referred to in paragraph

*N.B.*—When figures cease to be shown under any railway it is to be understood that such

Railway	4 BENGAL-NAGPUR RAILWAY SYSTEM (160 22 Miles) (149 00 miles)										5 SOUTH AND ROHILKHAND STATE RAILWAY SYSTEM (100 00 Miles) (97 00 miles)									
	3 BENGAL CENTRAL S.E. (125 00 miles)		Banga- Nagpur (149 00 miles)		Karrum (120 00 miles)		Banga- Nagpur (152 00 miles)		Banga- Nagpur (152 00 miles)		LAST COAST STATE (107 00 miles)		SOUTH RAILWAY (97 00 miles)		(a) & (c) South and R. h. khand State (100 00 miles)		(b) H. and R. h. khand (100 00 miles)		Ind. P. and (16 2 00 miles)	
	Earnings per mile per week	Pro. of exp. to earnings	Earnings per mile per week	Pro. of exp. to earnings	Earnings per mile per week	Pro. of exp. to earnings	Earnings per mile per week	Pro. of exp. to earnings	Earnings per mile per week	Pro. of exp. to earnings	Earnings per mile per week	Pro. of exp. to earnings	Earnings per mile per week	Pro. of exp. to earnings	Earnings per mile per week	Pro. of exp. to earnings	Earnings per mile per week	Pro. of exp. to earnings	Earnings per mile per week	Pro. of exp. to earnings
1853.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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1862.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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1 Corrected to 1/2 of 1/2 per 100

2 Taken from the table

3 Transferred partly to the Madras railway and partly to the Banga-Nagpur railway.

Note.—Earnings per mile per week exclude steam-bus







railways per mile per week

to gross earnings.

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railway has been amalgamated with the system by which it has been worked.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM 2,708.25 MILES.																				
(1) Bombay, Baroda and Central India, 460.9 miles		(2) Tapti Valley, 50.0 miles		(3) Gandhinagar, 100.0 miles		(4) Nagpur-Jabalpur, 243.0 miles		(5) Pune and Aurangabad, 100.0 miles		(6) Pune and Solapur, 100.0 miles		(7) Total combined, 1,003.9 miles		(8) Pune and Malwa, 100.0 miles		(9) Hind Sagar, 100.0 miles		(10) Western Rajputana, 100.0 miles		Rail- way.
Earnings per mile per week	Pro- port- ion to gross	Earnings per mile per week	Pro- port- ion to gross	Earnings per mile per week	Pro- port- ion to gross	Earnings per mile per week	Pro- port- ion to gross	Earnings per mile per week	Pro- port- ion to gross	Earnings per mile per week	Pro- port- ion to gross	Earnings per mile per week	Pro- port- ion to gross	Earnings per mile per week	Pro- port- ion to gross	Earnings per mile per week	Pro- port- ion to gross	Earnings per mile per week	Pro- port- ion to gross	Calendar year.
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49	50.17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
75	64.07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
91	50.14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
138	10.51	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
150	8.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
221	1.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
255	1.10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
261	1.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
267	1.10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
307	71.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
357	70.14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
360	50.08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
250	1.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
250	1.27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
255	1.10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
265	54.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
269	51.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
345	17.07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1877
268	10.01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878
303	30.07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
375	43.17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
425	11.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1881
427	50.70	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1882
467	41.10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1883
500	42.95	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1884
548	41.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1885
554	41.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1886
568	41.10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1887
532	41.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1888
552	42.41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1889
540	42.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1890
550	41.21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1891
564	42.02	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1892
600	30.55	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1893
605	36.25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1894
712	37.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1895
650	45.07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1896
605	51.61	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1897
602	41.65	18	48.70	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1898
720	46.11	71	47.40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1899
714	52.51	84	44.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
665	41.10	74	43.01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901

and proportion of expenses to earnings include steam-haul.

## Appendix 6. Weekly earnings.

## APPEN

**Gross earnings (average) of individual  
and**

### *Proportion of working expenses*

(Referred to in paragraph

**N. N.**—When figures come to be shown under any railway it is to be understood that such

[illegible]

Train in the Muller-Häthras, C. 100.1. F. 100.1 and Muller-Alberta railway.

**NOTE.—Earnings per mile per week exclude stream-haul**

**to gross earnings.**

railway has been amalgamated with the system by which it has been worked.

[illegible]

\* Includes a 27 miles (43'') long, worked over by the Southern Malakka railway.

and proportion of expenses to earnings include items b. et.

Appendix 6.  
Weekly earnings.

APPEN

Gross earnings (average) of individual  
and  
Proportion of working expenses

(Referred to in paragraph

N.B.—When figures cease to be shown under any railway it is to be understood that such

RAILWAY.	10 BENGAL AND NORTH-WESTERN RAILWAY SYSTEM (1,000 miles)						17 ROHITKUND AND KUNJAWAN RAILWAY SYSTEM. (244 5/8 miles)								JODHPUR- JODHPUR SECTION. (45 1/2 miles)	
	(a) Bengal and North-Western, 1,000 miles		(b) Rohitkunda and Kunjawan, 244 5/8 miles		(c) Jodhpur Section, 45 1/2 miles		(d) Rohitkunda and Kunjawan, 244 5/8 miles		(e) Jodhpur Section, 45 1/2 miles		(f) Rohitkunda and Kunjawan, 244 5/8 miles		(g) Jodhpur Section, 45 1/2 miles		(h) Rohitkunda and Kunjawan, 244 5/8 miles	
	(a) Bengal and North-Western, 1,000 miles		(b) Rohitkunda and Kunjawan, 244 5/8 miles		(c) Jodhpur Section, 45 1/2 miles		(d) Rohitkunda and Kunjawan, 244 5/8 miles		(e) Jodhpur Section, 45 1/2 miles		(f) Rohitkunda and Kunjawan, 244 5/8 miles		(g) Jodhpur Section, 45 1/2 miles		(h) Rohitkunda and Kunjawan, 244 5/8 miles	
	Earnings per mile per week.	Pro of exp to earnings	Earnings per mile per week.	Pro of exp to earnings	Earnings per mile per week.	Pro of exp to earnings	Earnings per mile per week.	Pro of exp to earnings	Earnings per mile per week.	Pro of exp to earnings	Earnings per mile per week.	Pro of exp to earnings	Earnings per mile per week.	Pro of exp to earnings	Earnings per mile per week.	Pro of exp to earnings
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1878	...	...	77 7 31	...	...	...	...	...	...	...	...	...	...	...	...	...
1879	...	...	113 70 40	...	...	...	...	...	...	...	...	...	...	...	...	...
1880	...	...	102 50 4	...	...	...	...	...	...	...	...	...	...	...	...	...
1881	...	...	111 50 57	...	...	...	...	...	...	...	...	...	...	...	...	...
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1885	72 40 3	...	08 21 00	...	...	...	65 00 30	...	43 01 70	...	...	...	...	...	54 24 30	...
1886	106 50 30	...	10 00 0	...	...	...	50 00 0	...	45 00 0	...	...	...	...	...	62 35 20	...
1887	9 50 01	...	122 00 02	...	...	...	0 00 12	...	52 21 17	...	...	...	...	...	35 30 86	...
1888	102 55 25	...	121 00 0	...	...	...	00 00 10	...	47 20 01	...	...	...	...	...	56 40 91	...
1889	101 52 14	...	122 40 42	...	...	...	100 00 08	...	50 00 10	...	...	...	...	...	56 46 50	...
1890	121 41 04	...	...	...	...	...	90 00 01	...	64 00 08	...	...	...	...	...	58 47 09	...
1891	121 40 04	...	...	...	...	...	112 00 0	...	...	...	...	...	...	...	66 45 44	...
1892	120 41 12	...	...	...	...	...	107 00 17	...	...	...	...	...	...	...	74 44 14	...
1893	123 41 20	...	...	...	...	...	124 50 58	...	...	...	...	...	...	...	52 47 83	...
1894	130 41 70	...	...	...	...	...	134 50 01	...	...	...	...	...	...	...	65 38 09	...
1895	111 45 45	...	...	...	...	...	115 00 18	...	...	...	...	...	...	...	53 41 60	...
1896	134 43 97	...	...	...	...	...	125 00 20	...	...	...	...	...	...	...	70 36 00	...
1897	128 43 78	...	...	...	...	...	114 50 13	...	...	...	...	...	...	...	67 43 66	...
1898	120 43 37	...	...	...	...	...	105 50 24	...	...	...	...	...	...	...	71 42 22	...
1899	111 46 67	...	...	...	...	...	110 40 74	...	...	...	...	...	...	...	102 38 88	...
1900	114 49 56	...	...	...	...	...	150 40 01	...	...	...	...	...	...	...	81 44 27	...
1901	140 44 51	...	...	...	...	...	112 50 00	...	...	...	...	...	...	...	66 44 30	...

NOTE.—Earnings per mile per week exclude steam-tort

\* railways per mile per week.

to gross earnings.

11 of Report.)

railway has been amalgamated with the system by which it has been worked.

18 BIKANER RAILWAY SYSTEM (7,207 MILES)						19 UDHAPUR SYSTEM (7,207 MILES)						20 BHAVNAGAR-GONDAL JUNA-AHMOR-BANJAR RAIL WAY SYSTEM (5,514 MILES)						21 SOUTHERN MAHARATTA RAILWAY SYSTEM (1,342 MILES)						Rail- way.	
(a) Bikaner section (197 1/2 miles)		(b) Jodhpur-Hydera- bad (110 1/2 miles)		(c) Udhampur (720 1/2 miles)		(a) Phavara or Gandhinagar (12 1/4 miles)		(b) Juna or Juna or (51 1/2 miles)		(c) Ahmor or Ahmor or (5 1/2 miles)		(d) Banjar or Banjar or (2 1/2 miles)		(e) Southern Maharatta (1,342 miles)		(f) Mysore section (196 3/4 miles)		(g) Gandhinagar frontier (110 1/2 miles)							
Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Calendar year.	
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...	...	...	...	...	...	105	102 01	...	...	...	...	...	...	...	...	110	106 01	...	...	...	...	...	...	1897	
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...	...	...	...	...	...	63	60 21	...	...	...	...	...	...	...	...	61	58 45	...	...	...	...	...	...	1901	

\* Information not available.

\* Proportion of expenses to earnings includes steam-haul.

**Appendix 6.**  
**Weekly earnings.**

**APPEN**

*Gross earnings (average) of individual*  
*and*

*Proportion of working expenses*

(Referred to in paragraph

A B—When figures have to be shown under any railway it is to be understood that such

RAILWAY	21 SOUTHERN MAFRAITA RAILWAY SYSTEM (1,122 to 1,124 miles)								22 WEST INDIA PORTLAND CEMENT (1,125 to 1,126 miles)		23 SOUTH INDIAN RAILWAY SYSTEM (1,127 to 1,128 miles)								24 BURMA, 3 3/4% (1,129 to 1,130 miles)	
	(d) Hindupur, Yearly average earnings (1,129 to 1,130 miles)		(e) Birur, 2 1/2% Yearly average earnings (1,131 to 1,132 miles)		(f) Kolar, 3 1/2% Yearly average earnings (1,133 to 1,134 miles)		(g) Mysore, 3 1/2% Yearly average earnings (1,135 to 1,136 miles)				(a) and (f) South India Yearly average earnings (1,127 to 1,128 miles)		(b) Taty, 1 1/2% Yearly average earnings (1,129 to 1,130 miles)		(c) Karab, 1 1/2% Yearly average earnings (1,131 to 1,132 miles)					
	Earnings per mile per week	Pro- port- ion of ex- penses to earn- ings	Earnings per mile per week	Pro- port- ion of ex- penses to earn- ings	Earnings per mile per week	Pro- port- ion of ex- penses to earn- ings	Earnings per mile per week	Pro- port- ion of ex- penses to earn- ings	Earnings per mile per week	Pro- port- ion of ex- penses to earn- ings	Earnings per mile per week	Pro- port- ion of ex- penses to earn- ings	Earnings per mile per week	Pro- port- ion of ex- penses to earn- ings	Earnings per mile per week	Pro- port- ion of ex- penses to earn- ings				
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1872	...	...	...	...	...	...	...	...	...	121	10 19	...	...	...	...	...				
1873	...	...	...	...	...	...	...	...	...	111	6 11	...	...	...	...	...				
1874	...	...	...	...	...	...	...	...	...	101	4 10	...	...	...	...	...				
1875	...	...	...	...	...	...	...	...	...	101	4 10	...	...	...	...	...				
1876	...	...	...	...	...	...	...	...	...	101	5 15	...	...	...	...	...				
1877	...	...	...	...	...	...	...	...	...	102	6 15	...	...	...	...	...				
1878	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1879	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1880	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1881	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1882	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1883	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1884	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1885	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1886	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1887	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1888	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1889	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1890	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1891	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1892	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1893	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1894	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1895	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1896	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1897	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1898	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1899	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1900	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				
1901	...	...	...	...	...	...	...	...	...	101	6 15	...	...	...	...	...				

Information not available.

Note.—Earnings per mile per week exclude steam-haul.





STATE LINES												
CLASS OF RAILWAYS												
GAUGE.	5'											
Class No.												
Railway.												
	EAST INDIAN									BIRGAR		
Calendar year.	Capital withdrawn to end of each year	Capital expenditure to end of each year	Interest	Net traffic earnings	Percent on Capital outlay	Interest	Annuity	Company's share of net traffic receipts.	Gain or loss to the State	Capital expenditure to end of each year	Company's share of net traffic earnings	Net traffic earnings
	£	Rs.	P.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	P.
1879	31,477,200	31,477,200	100	4,14,472	8.3	1,05,74,793	..	61,75,777	4 30 11.30	..	..	..
1880	..	31,477,200	100	4,14,472	7.8	1,05,74,793	..	17,75,777	4 30 11.30	..	..	..
1881	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	..	..
1882	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	..	..
1883	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1884	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1885	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1886	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1887	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1888	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1889	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1890	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1891	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1892	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1893	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1894	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1895	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1896	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1897	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1898	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1899	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1900	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000
1901	..	31,477,200	100	4,14,472	7.8	1,05,74,793	1,75,777	20,75,777	4 30 11.30	10,75,777	1,00,000	1,00,000

\* Including 1% 3,51,00,000 on account of

† Including annuity charges, &c.

‡ The gain in 1900 was due to

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Ahmedabad-Parand	61	East Indian	69
Amraoti	62	Garwar & Dabhoi	71
Avam-Bongal	63		
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Bombay and North Western (Com	65		
pany's section)	66		
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Bombay Division	80		
Bombay Division	81		
Bombay Division	82		
Bombay Division	83		
Bombay Division	84		
Bombay Division	85		
Bombay Division	86		
Bombay Division	87		
Bombay Division	88		
Bombay Division	89		
Bombay Division	90		
Bombay Division	91		
Bombay Division	92		
Bombay Division	93		
Bombay Division	94		
Bombay Division	95		
Bombay Division	96		
Bombay Division	97		
Bombay Division	98		
Bombay Division	99		
Bombay Division	100		

\* income derived by railways which are not guaranteed by the State.

(11, 14, 48 and 50 of Report)

WORKED BY COMPANIES.												CLASS OF RAILWAYS.
												Guar.
												Class. No.
												Railway.
4 (a).												
BILGAON-SAMPUR.												
GENERAL.												
Per cent on capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gain or loss.	Net traffic earnings.	Per cent. on capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Calendar year.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	2, 67, 24	...	...	...	5, 911	...	-1, 1, 17	1871	
..	...	...	...	1, 49, 511	1, 4, 175	26, 17	0.5	1, 5, 44	...	-1, 2, 55	1880	
...	1, 2, 11	...	-1, 2, 11	73, 1, 710	2, 21, 57	16, 00	0.2	2, 2, 12	...	-1, 2, 71	1881	
...	1, 2, 11	...	-1, 2, 11	1, 07, 1, 37	6, 24, 180	1, 5, 1, 1	2.0	3, 1, 26	...	-1, 2, 55	1882	
...	3, 1, 1, 11	...	-1, 2, 11	1, 07, 1, 37	13, 20, 021	6, 1, 1, 1	2.0	1, 1, 26	...	-1, 2, 55	1883	
...	3, 1, 1, 11	...	-1, 2, 11	1, 07, 1, 110	13, 23, 014	6, 1, 1, 1	0.1	4, 1, 1, 1	...	-1, 2, 55	1884	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-2, 2, 1, 1	1885	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1886	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1887	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1888	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1889	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1890	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1891	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1892	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1893	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1894	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1895	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1896	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1897	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1898	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1899	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1900	
...	...	...	...	1, 1, 1, 1, 1	11, 1, 1, 1	4, 1, 1, 1	...	1, 1, 1, 1	...	-1, 2, 1, 1	1901	

pre-announced for the purchase of land,  
the figure cannot be separated,  
exceptional income traffic

In hat	...
Karail kal Ieralam	...
Khangun	...
Kolar Gold fields	...
Kolhapur	...
Lekha and Lekha-Margherita Colliery	...
Lucknow Bareilly	...
Ludhiana-Dhuri-Jakhil	...
Madras	...
Mulana (North East line)	...
Muzi	...
Mysore-Mysore-Jamalganj	...
Mysore-Nanjund	...
Mysore section (Southern Mahratta)	...
Narda-Ujjain	...
Nilgai	...

Page	...
40	North Western...
41	North Western...
42	North Western...
43	North Western...
44	North Western...
45	North Western...
46	North Western...
47	North Western...
48	North Western...
49	North Western...
50	North Western...
51	North Western...
52	North Western...
53	North Western...
54	North Western...
55	North Western...
56	North Western...
57	North Western...
58	North Western...
59	North Western...
60	North Western...

Page	...
41	Rail and rail kumar...
42	Rail and rail kumar...
43	Rail and rail kumar...
44	Rail and rail kumar...
45	Rail and rail kumar...
46	Rail and rail kumar...
47	Rail and rail kumar...
48	Rail and rail kumar...
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56	Rail and rail kumar...
57	Rail and rail kumar...
58	Rail and rail kumar...
59	Rail and rail kumar...
60	Rail and rail kumar...



11, 14, 49 and 50 Report)

8. For second half of year: 100 (100% of the total half of year)

	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2
--	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	---





**Appendix 7:**  
**Gain or loss.**

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

CLASS OF RAILWAYS.		STATE LINES									
GAUGE.		5' 6"						3' 6"			
CLASS. NO.		11 (A).						9 (C) and (D)			
RAILWAY.		MADRAS (NORTH EAST LINE)						RAJPUTANA			
Calendar year.	Capital expended to end of each year.	Gross earnings.	Net traffic earnings.	Percent on Capital or lay.	Interest.	Loss or gain of net traffic.	Gain or loss to the State.	Capital expended to end of each year.	Gross earnings.	Net traffic earnings.	
	Rs.	Rs.	Rs.		Rs.	P.	Rs.	Rs.	Rs.	Rs.	
1879	...	...	...	...	...	...	...	7,00,000	1,50,000	15,00,000	
1880	...	...	...	...	...	...	...	1,15,00,000	5,00,000	17,00,000	
1881	...	...	...	...	...	...	...	1,10,00,000	1,00,000	10,00,000	
1882	...	...	...	...	...	...	...	9,00,000	1,10,000	5,00,000	
1883	...	...	...	...	...	...	...	11,00,000	1,50,000	6,00,000	
1884	...	...	...	...	...	...	...	11,00,000	1,00,000	6,00,000	
1885	...	...	...	...	...	...	...	1,00,000	1,00,000	1,00,000	
1886	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1887	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1888	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1889	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1890	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1891	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1892	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1893	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1894	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1895	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1896	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1897	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1898	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1899	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1900	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	
1901	...	...	...	...	...	...	...	12,00,000	1,50,000	1,50,000	

## Index to Appendix 1

[illegible]

*income derived by railways which are not guaranteed by the State.*

**WORKED BY COMPANY.**

[illegible][illegible]



***Gain or loss to the State from railway outlay, as also the***  
(Referred to in paragraph)

CLASS OF RAILWAY.		STATE LINES										
GAUGE.		3' 3 1/2"										
Class. No.		14 (a)					16 (b).					
Railway.		ASSAM-IRRAWADDY.					TILKHOOR.					
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . . .			...				53,500	4,78,711	1,07,810	2 1/2	2,37,411	-1,20,522
1880 . . .			...				56,11,274	5,51,065	2,31,112	4 1/2	2,50,650	-16,907
1881 . . .			...				7,02,917	5,54,051	2,31,200	3 "	2,67,245	-31,045
1882 . . .			...				1,07,12,977	6,01,022	2,54,047	2 3/4	3,50,612	-1,12,965
1883 . . .			...				1,11,53,004	8,12,111	2,70,705	1 1/2	4,02,014	-2,30,300
1884 . . .			...				1,41,40,982	11,01,072	2,60,100	1 1/2	5,74,300	-3,07,787
1885 . . .			...				1,16,47,016	12,71,111	3,50,000	2 1/2	5,81,105	-2,26,026
1886 . . .			...				1,11,11,540	11,11,111	5,01,110	3 1/2	6,01,114	-1,29,751
1887 . . .			...				1,07,40,115	17,21,115	6,01,112	1 1/2	7,21,801	-84,076
1888 . . .			...				2,07,78,115	11,11,111	7,01,111	3 "	8,17,111	-18,610
1889 . . .			...				1,11,11,111	11,11,111	9,11,111	4 1/2	9,11,111	+1,71,111
1890 . . .			...				1,11,11,111	11,11,111	11,11,111	5 "	9,11,111	+1,80,111
1891 . . .	1,11,11,111		...				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1892 . . .	1,11,11,111		...				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1893 . . .	1,11,11,111		...				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1894 . . .	1,11,11,111		...				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1895 . . .	1,11,11,111	2,14,111	-2,14,111				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1896 . . .	1,11,11,111	1,11,111	3 "				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1897 . . .	1,11,11,111	1,11,111	2 "				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1898 . . .	1,11,11,111	1,11,111	54 "				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1899 . . .	1,11,11,111	1,11,111	1,11,111				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1900 . . .	1,11,11,111	1,11,111	1,11,111				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111
1901 . . .	1,11,11,111	1,11,111	4,81,111				1,11,11,111	11,11,111	11,11,111	5 1/2	9,11,111	+1,10,111

\* I l e i m v. d i e t h e r d i n g e n p o s s e n d e u n d e n f o l g e n d e n

† The lake is a remnant of a larger one which once occupied the entire Kama, extension, only portion of which was opened in 1900.

2. The amount due to the company must be Happy on January 1st.

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Bengal, British . . . . .	65	Bahar, Chinese . . . . .	77
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Bengal, British . . . . .	68	Bahar, Chinese . . . . .	77
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Bengal, British . . . . .	72	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	73	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	74	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	75	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	76	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	77	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	78	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	79	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	80	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	81	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	82	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	83	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	84	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	85	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	86	Bahar, Chinese . . . . .	77
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Bengal, British . . . . .	88	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	89	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	90	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	91	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	92	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	93	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	94	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	95	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	96	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	97	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	98	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	99	Bahar, Chinese . . . . .	77
Bengal, British . . . . .	100	Bahar, Chinese . . . . .	77

1879													Gauge.
17 (b)							18 (c).						Class No.
LUCKNOW-BAREILLY							JODHPUR & HYDERABAD (BRITISH SECTION)						Railway.
Capital expenditure to end of each year	Gross earnings.	Net traffic earnings.	Percent age on Capital outlay.	Interest	Company's share of net traffic receipts	Gain or loss to the State	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent age on Capital outlay	Interest	Gain or loss to the State	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
													1879
													1880
													1881
													1882
4,84,915					11,172	-11,172							1883
13,43,411	10,730	830	0.06	36,57		-35,733							1884
													1885
25,45,567	82,827	17,241	0.06	53,217		-47,001							1886
42,10,146	1,15,196	26,720	0.06	1,15,570		-1,19,841							1887
52,24,221	2,02,470	67,124	1.30	1,65,046		-1,17,122							1888
													1889
52,92,870	3,52,752	90,031	1.87	2,01,003		-1,04,472							1890
54,59,585	4,20,731	1,17,500	2.11	2,10,150		-1,92,121							1891
61,33,824	4,56,715	1,32,315	2.12	2,30,000		-1,67,681							1892
													1893
70,17,816	5,01,111	1,57,011	2.19	2,57,000		-97,054	2,31,401				5,156	-5,156	1894
81,00,000	6,00,000	2,00,000	3.00	3,00,000	11,000	11,000	10,11,118	3,00,000	-1,00,000		50,000	-50,000	1895
81,00,000	7,00,000	2,00,000	3.00	3,00,000	2,111	-1,00,000	10,00,000	1,00,000	10,00,000	0.00	60,000	-60,000	1896
													1897
90,00,000	8,00,000	2,00,000	3.00	3,00,000	2,000	+2,000	10,00,000	1,00,000	10,00,000	0.00	60,000	-60,000	1898
87,22,000	8,00,000	2,00,000	3.00	3,00,000	1,000	-1,000	10,00,000	1,00,000	10,00,000	0.00	60,000	-60,000	1899
80,00,000	8,00,000	2,00,000	3.00	3,00,000	1,000	-1,000	10,00,000	1,00,000	10,00,000	0.00	60,000	-60,000	1900
													1901
93,00,000	8,00,000	2,00,000	3.00	3,00,000	2,000	+2,000	10,00,000	1,00,000	10,00,000	0.00	60,000	-60,000	1902
94,00,000	10,00,000	2,00,000	3.00	3,00,000	2,000	+2,000	10,00,000	1,00,000	10,00,000	0.00	60,000	-60,000	1903
94,00,000	12,00,000	2,00,000	3.00	3,00,000	2,000	+2,000	10,00,000	1,00,000	10,00,000	0.00	60,000	-60,000	1904
													1905
99,00,000	12,00,000	2,00,000	3.00	3,00,000	2,000	+2,000	10,00,000	1,00,000	10,00,000	0.00	60,000	-60,000	1906
1,01,00,000	13,00,000	2,00,000	3.00	3,00,000	2,000	+2,000	10,00,000	1,00,000	10,00,000	0.00	60,000	-60,000	1907

\* Including the Hyderabad-Pahar section.

+ The gain in output was due to the completion of the line which previously was only partially open

[illegible]



**Gain or loss.**

11, 14 48, and 50 of Report )

WORKED BY COMPANIES.										CLASS OF RAILWAYS
1913										General
(SOUTHERN MAHARASHTRA).										Class No.
GUNTAKAL-MUMBAI RAILWAY.										Railway
Per cent on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Dividend.	Interest.	Gain or loss to the State.	Capital No. 11.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
...	33,060	...	- 2,590	...	...	...	...	...	...	...
...	68,005	...	- 1,500	...	...	...	...	...	...	...
1.17	5,591.2	...	- 4,511	...	...	...	...	...	...	...
2.25	1,01,000	...	- 1,100	...	...	...	...	...	...	...
1.73	2,10,151	...	- 1,10,000	...	...	...	...	...	...	...
2.01	2,31,000	...	- 7,000	...	...	...	...	...	...	...
1.20	2,11,730	...	- 43,000	...	...	...	...	...	...	...
1.40	3,07,101	...	- 4,11,730	...	...	...	...	...	...	...
1.51	6,70,114	...	- 9,00,000	...	...	...	...	...	...	...
0.42	9,14,110	...	- 11,111	...	...	...	...	...	...	...
.751	7,07,000	1,00,000	- 1,00,000	...	...	...	...	...	...	...
0.00	6,15,733	5,000	- 4,00,000	...	...	...	...	...	...	...
2.01	6,54,000	1,00,000	- 1,00,000	...	...	...	...	...	...	...
3.06	7,00,000	1,00,000	- 1,00,000	...	...	...	...	...	...	...
4.01	1,00,000	1,00,000	- 2,00,000	5,00,000	1,00,000	1,00,000	1,00,000	4,00,000	- 3,00,000	...
3.21	8,10,000	1,00,000	- 1,00,000	5,00,000	1,00,000	1,00,000	1,00,000	5,00,000	- 1,00,000	...
4.23	1,00,000	1,00,000	- 3,00,000	5,00,000	1,00,000	1,00,000	1,00,000	5,00,000	- 1,00,000	...
4.48	8,00,000	1,00,000	- 3,00,000	5,00,000	4,00,000	1,00,000	1,00,000	2,00,000	- 4,00,000	...
5.21	7,00,000	1,00,000	- 1,00,000	5,00,000	1,00,000	1,00,000	1,00,000	2,00,000	- 1,00,000	...
2.07	7,00,000	1,00,000	- 1,00,000	5,00,000	4,00,000	1,00,000	1,00,000	5,00,000	- 1,00,000	...
2.10	7,00,000	7,00,000	- 1,00,000	5,00,000	1,00,000	1,00,000	1,00,000	2,00,000	- 1,00,000	...
2.07	7,00,000	1,00,000	- 1,00,000	5,00,000	4,00,000	1,00,000	1,00,000	2,00,000	- 1,00,000	...
2.55	7,00,000	1,00,000	- 1,00,000	5,00,000	4,00,000	1,00,000	1,00,000	2,00,000	- 1,00,000	...

[illegible]











## Appendix 7. Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the* \*

(Referred to in paragraphs

CLASS OF RAILWAYS										STATE LINES WORKING			
5 1/2%, 3 1/2% and 6%										5 1/2%			
(a) and (f)													
PACIFIC RAILROAD										EAST			
Calendar year.	Capital withdrawn to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Portion of capital paid off.	Interest.	Amort.	Company's share of surplus profits.	Contributions to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	
	£	Rs.	Rs.	Rs.		Rs.	Rs.	£	Rs.	Rs.		Rs.	
1879	5,714,910	6,254,446	6,222,272	25,79,14	4 14	1,115	..	3,051 1/2	-6,09,177	..	..	..	
1880	5,802,448	6,254,446	6,222,272	31,75,14	5 1	1,115	..	5,54,950	-27,146	..	..	..	
1881	5,802,448	6,254,446	7,50,507	4,31,446	6 0	1,115	..	5,54,950	1,011,319	..	..	..	
1882	6,252,511	6,50,12,546	8,50,404	4,17,100	7 2	1,115	..	5,54,950	1,10,89,521	..	..	..	
1883	6,433,628	7,01,50,003	8,07,346	47,00,000	1 7	1,115	..	5,54,950	1,10,40,000	..	..	..	
1884	..	7,50,12,546	7,812,079	4,00,120	1 0	1,115	3,50,000	..	5,54,950	..	..	..	
1885	..	7,50,12,546	7,50,12,546	4,00,120	3 0	1,115	3,50,000	..	5,54,950	..	..	..	
1886	..	8,04,01,170	8,04,01,170	30,00,000	5 44	24,00,000	1,00,000	..	-1,11,110	..	..	..	
1887	..	9,04,07,702	9,04,07,702	4,00,4752	4 08	1,71,000	14,00,000	..	-11,00,378	..	..	..	
1888	..	10,50,54,000	1,00,10,210	5,00,144	5 10	2,50,744	20,11,011	..	4,00,000	..	..	..	
1889	..	9,07,00,142	1,11,00,74	01,00,5	0 5	30,00,700	01,00,7	..	4,11,00,000	..	..	..	
1890	..	10,00,00,000	1,14,00,352	00,00,3	5 15	00,00,150	15,11,010	..	4,11,00,000	3,07,00,000	..	..	
1891	..	11,04,00,000	1,26,75,140	00,12,100	7 11	12,00,100	1,00,000	..	4,11,00,000	1,10,00,000	..	..	
1892	..	11,00,00,000	1,10,00,000	1,10,00,000	5 10	15,00,100	1,00,000	..	4,11,00,000	1,10,00,000	..	..	
1893	..	11,00,17,000	1,20,51,147	00,00,118	5 11	10,00,100	1,00,000	..	4,10,32,000	1,10,00,000	4,00,000	1,00,000	
1894	..	11,00,00,000	1,40,15,000	00,00,000	7 11	10,00,000	1,00,000	..	4,21,00,000	4,10,47,000	14,00,000	1,00,000	
1895	..	11,00,00,000	1,40,00,000	00,00,000	7 11	10,00,000	1,00,000	..	4,20,00,000	4,00,00,000	10,00,000	1,00,000	
1896	..	11,00,00,000	1,50,00,000	00,00,000	7 11	10,00,000	1,00,000	..	4,20,00,000	4,00,00,000	10,00,000	1,00,000	
1897	..	12,00,00,000	1,50,00,000	00,00,000	6 4	10,00,000	1,00,000	..	4,20,00,000	4,00,00,000	10,00,000	1,00,000	
1898	..	12,00,00,000	1,50,00,000	00,00,000	6 5	10,00,000	1,00,000	..	4,20,00,000	4,00,00,000	10,00,000	1,00,000	
1899	..	13,00,00,000	1,50,00,000	00,00,000	6 11	10,00,000	1,00,000	..	4,20,00,000	4,00,00,000	10,00,000	1,00,000	
1900	..	1,50,00,000	1,50,00,000	00,00,000	6 11	10,00,000	1,00,000	..	4,20,00,000	4,00,00,000	10,00,000	1,00,000	
1901	..	1,50,00,000	1,50,00,000	00,00,000	5 1	10,00,000	1,00,000	..	4,11,00,000	Amalgamated with B N and M	..	..	

\* Includes 100% P.O. and 100% cash account.  
† Includes 100% P.O. and 100% cash account.

## Index to Appendix

[illegible]

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

BY THE STATE.

CLASS OF  
RAIL-  
WAYS

GAUGE.

CLASS No.

Railway.

COAST

OCEAN AND RIVERFRONT

Per cent on Capital outlay	Interest	Gain or loss to the State.	Capital withdrawn to end of each year	Capital expenditure to end of each year	Gross earnings.	Net traffic earnings.	Per cent on Capital outlay	Interest.	Surplus paid to Company.	Gain or loss to the State.	Calendar
R.	R.	R.	£	R	Rs.	Rs.	R.	Rs.	Rs.	Rs.	
..	..	..	5,500 5/	5,500 5/	4,110 13	18,190 20	2 11	25,000 000	..	-2,000 61	1879
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1880
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1881
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1882
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1883
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1884
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1885
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1886
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1887
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1888
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1889
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1890
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1891
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1892
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1893
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1894
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1895
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1896
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1897
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1898
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1899
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1900
..	..	..	6,000 5/0	6,000 5/0	4,100 130	18,000 100	3 10	25,000 000	..	-2,000 61	1901

of premium paid for the purchase of line.  
of premium paid for the purchase of line.

100	North's Guarantee 1st
100	North's Guarantee 2nd
100	North's Guarantee 3rd
100	North's Guarantee 4th
100	North's Guarantee 5th
100	North's Guarantee 6th
100	North's Guarantee 7th
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100	North's Guarantee 17th
100	North's Guarantee 18th
100	North's Guarantee 19th
100	North's Guarantee 20th

P. T. O.

Gain or loss to the State from railway outlay, as also the  
(Referred to in paragraphs

CLASS OF RAILWAYS		STATE LINES WORKED								
Gross		5th								
Class No.		7 (a)								
Railway.		NORTH WESTERN							NOWHERA-	
Calendar year.	Capital expenditure to and from each year.	Gross earnings.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Annually.	Surplus profits paid to Company.	Gain or loss to the State.	Capital outlay.	Gross earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	P.	Rs.	Rs.	Rs.
1870	21,67,64,247	51,27,21	57,96,970	2'55	1,00,00,015	"	"	-41,72,142	"	"
1871	25,05,35,401	1,00,00,015	75,55,361	3'02	1,11,36,919	"	21,121	-36,02,180	"	"
1872	26,18,20,171	90,04,725	46,13,547	1'75	1,17,64,860	"	"	-71,51,301	"	"
1873	27,40,11,970	82,45,073	57,96,011	2'11	1,05,93,712	"	"	-47,97,701	"	"
1874	28,15,17,566	1,01,11,119	87,16,241	3'09	1,01,47,031	"	"	-21,24,788	"	"
1875	29,00,20,171	1,01,11,119	87,16,241	3'02	1,11,36,919	"	"	-30,05,011	"	"
1876	31,00,40,171	1,01,11,119	1,17,41,117	4'14	1,11,36,919	"	1,25,11	-25,00,011	"	"
1877	30,00,00,015	2,51,11,011	1,10,00,011	3'5	1,11,36,919	21,00,733	"	-47,15,014	"	"
1878	31,17,21,11	2,10,00,011	57,77,11	1'51	1,01,50,77	18,30,322	"	-1,24,09,511	"	"
1879	31,71,81,000	2,57,11,11	81,01,11	2'12	1,01,18,11	8,14,50,750	"	-1,06,84,01	"	"
1880	40,11,11,011	2,57,11,11	1,11,11,11	1'51	1,11,36,919	1,11,36,919	"	-11,00,011	"	"
1881	40,71,11,11	2,57,11,11	1,11,11,11	2'11	1,10,40,11	24,24,322	"	-50,11,11	"	"
1882	44,01,11,11	3,57,11,11	1,21,11,11	2'11	1,10,07,54	30,07,11	"	-71,40,11	"	"
1883	46,01,11,11	3,57,11,11	01,07,01	2'10	1,11,00,01	1,11,11,11	"	-1,11,01,11	"	"
1884	45,01,11,11	2,07,01,11	01,07,01	2'1	1,22,01,11	50,11,45	"	-1,11,01,11	"	"
1885	40,11,11,11	3,11,11,11	1,21,11,11	"	1,40,11,11	1,01,11,11	"	-1,01,11,11	"	"
1886	1,11,11,11	3,11,11,11	1,24,01,11	1'1	1,10,01,11	1,01,11,11	"	-71,71,11	"	"
1887	50,11,11,11	2,01,11,11	1,11,11,11	"	1,11,11,11	01,11,11	"	-1,10,11,11	"	"
1888	51,01,07,11	3,01,11,11	1,11,11,11	2'04	1,15,11,11	01,01,11	"	-81,71,01	"	"
1889	51,11,14,01	3,11,11,11	1,11,11,11	1'01	1,10,41,11	11,11,11	"	-51,01,11	"	"
1890	51,11,14,01	3,11,11,11	1,11,11,11	1'0	1,10,41,11	01,01,11	"	-75,11,11	"	"
1891	51,11,14,01	3,11,11,11	1,11,11,11	2'01	1,10,41,11	1,11,11,11	"	-1,07,11,11	"	"
1892	51,11,14,01	3,11,11,11	1,11,11,11	3'4	1,10,41,11	1,11,11,11	"	-1,07,11,11	"	"

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\* Including Rs. 1,00,51,702 on account of premium paid for the

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income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

BY THE STATE.										CLASS OF RAILWAYS.
a' b'										GAUGE.
7 (f)										Class No.
DURGAI.										Railway
Net traffic earnings.	Percentage on capital outlay.	Interest	Gain or Loss to State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Interest	Gain or Loss to State.	Calendar year.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
..	...	...	..	..	4	..	...	...	..	1870
..	...	..	..	...	...	..	...	...	..	1880
...	..	..	..	...	...	...	...	...	..	1891
...	...	..	..	..	...	..	..	..	..	1893
..	..	...	..	...	...	..	...	...	..	1895
..	..	...	..	15,800	...	..	...	...	..	1896
...	..	...	..	151,200	...	...	...	...	..	1897
...	..	...	..	50,000	4,000	—1,000	...	21,000	—1,000	1898
...	..	...	..	7,11,111	1,070	—1,100	..	1,000	1,000	1899
..	..	...	..	7,000	8,100	—1,000	...	10,000	—1,000	1900
..	..	...	..	7,000	10,100	—1,100	..	10,000	—1,100	1901
..	..	...	..	1,000	1,100	—1,000	..	1,000	—1,000	1902
..	..	...	..	7,000	15,100	—1,000	..	15,000	—1,000	1903
..	..	...	..	7,000	1,000	...	0.10	1,000	—21,000	1904
..	..	...	..	7,000	2,000	7,000	0.14	14,000	—1,000	1905
..	..	...	..	7,000	2,000	4,000	0.10	12,000	—1,000	1906
..	..	...	..	7,000	24,000	1,000	0.15	11,000	—11,000	1907
..	..	...	..	7,000	26,000	0,000	0.10	11,000	1,000	1908
..	..	...	..	7,000	10,000	—11,000	..	11,000	—1,000	1909
..	..	...	..	7,000	7,000	—1,000	...	11,000	—1,000	1910
..	..	...	..	7,000	9,000	—1,000	..	11,000	—1,000	1911
..	..	...	..	7,000	1,000	—25,000	..	1,000	—1,000	1912
—6,000	..	..	—1,100	...	2,000	—1,000	...	1,000	—1,000	1913

purchase of line

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# Appendix 7.

Gain or loss.

# APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph)

CLASS OF RAILWAY-		STATE LINKS WORKED				
Gauge		1907				
Class No.		31				
Railway		1000000				
Calendar year	Capital expenditure to end of each year.	Gross earnings	Net traffic earnings	Percent on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.
1900	...	...	...	...	...	...
1901	...	...	...	...	...	...
1902	...	...	...	...	...	...
1903	...	...	...	...	...	...
1904	...	...	...	...	...	...
1905	4,25,138	1,27,1	-4,1	...	17,111	-1,1,116
1906	5,14,341	21,5,8	-7,452	...	1,13,15	-2,1,150
1907	5,61,685	35,71	-15,157	...	22,026	-1,1,113
1908	6,71,1	40,111	-1,72	...	20,118	-1,1,110
1909	7,11,116	5,117	71	...	21,117	-1,1,112
1910	7,11,119	5,117	...	...	21,117	-1,1,112
1911	7,11,117	6,11,1	6,11,1	...	21,117	-1,1,112
1912	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1913	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1914	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1915	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1916	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1917	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1918	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1919	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1920	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1921	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1922	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1923	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1924	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1925	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1926	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1927	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1928	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1929	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1930	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1931	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1932	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1933	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1934	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1935	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1936	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1937	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1938	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1939	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1940	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1941	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1942	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1943	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1944	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1945	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1946	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1947	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1948	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1949	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1950	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1951	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1952	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1953	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1954	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1955	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1956	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1957	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1958	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1959	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1960	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1961	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1962	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1963	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1964	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1965	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1966	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1967	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1968	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1969	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1970	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1971	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1972	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1973	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1974	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1975	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1976	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1977	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1978	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1979	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1980	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1981	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1982	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1983	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1984	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1985	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1986	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1987	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1988	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1989	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1990	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1991	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1992	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1993	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1994	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1995	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1996	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1997	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1998	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
1999	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112
2000	7,11,111	6,11,1	6,11,1	...	21,117	-1,1,112

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## DIX 7—continued.

Appendix 7.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 46, and 50 of Report.)

BY THE STATE.

TOTAL STATE LINES WORKED BY THE STATE.								CLASS OF RAIL- WAYS
								GAUGE.
								Class No.
								Railway.
Capital expenditure toward of each year.	Gross earnings.	Net traffic earnings.	Percent on Capital outlay.	Interest.	Annuity.	Surplus profit, paid for expenses.	Gain or loss to the State.	Calendar year.
Rs.	Rs.	Rs.		Pcs.	Rs.	P.	P.	
35,71,111.7	1,51,01,770	66,70,120	2.95	1,00,000		1,00,000	—1,00,000	1879
3,04,31,110	2,11,70,700	1,00,00,000	5.11	1,00,000		1,00,000	—1,00,000	1880
3,30,31,120	2,11,70,700	1,00,00,000		1,00,000		1,00,000	—1,00,000	1881
10,00,000	2,20,80,000	1,00,00,000	2.00	1,00,000		1,00,000	—1,00,000	1882
3,00,000	2,00,00,000	1,00,00,000	4.00	1,00,000		1,00,000	—1,00,000	1883
11,00,000	2,00,00,000	1,00,00,000	1.00	1,00,000		1,00,000	—1,00,000	1884
1,00,000	2,00,00,000	1,00,00,000	1.00	1,00,000	2,00,000	1,00,000	—1,00,000	1885
1,00,000	2,00,00,000	1,00,00,000	1.00	1,00,000		1,00,000	—1,00,000	1886
2,00,000	2,00,00,000	1,00,00,000	1.00	1,00,000		1,00,000	—1,00,000	1887
1,00,000	2,00,00,000	1,00,00,000	2.00	1,00,000	1,00,000	1,00,000	—1,00,000	1888
1,00,000	2,00,00,000	1,00,00,000	1.00	1,00,000	1,00,000	1,00,000	—1,00,000	1889
1,00,000	2,00,00,000	1,00,00,000	1.00	1,00,000	1,00,000	1,00,000	—1,00,000	1890
10,00,000	2,00,00,000	2,00,00,000	1.00	2,00,000	1,00,000	1,00,000	—1,00,000	1891
20,00,000	2,00,00,000	2,00,00,000	2.00	2,00,000	1,00,000	1,00,000	—1,00,000	1892
1,00,000	2,00,00,000	2,00,00,000	1.00	1,00,000	1,00,000	1,00,000	—1,00,000	1893
70,00,000	2,00,00,000	2,00,00,000	1.00	2,00,000	1,00,000	1,00,000	—1,00,000	1894
77,00,000	2,00,00,000	2,00,00,000	4.00	2,00,000	1,00,000	1,00,000	—1,00,000	1895
1,00,000	2,00,00,000	2,00,00,000	3.00	2,00,000	1,00,000	1,00,000	—1,00,000	1896
1,00,000	2,00,00,000	2,00,00,000	3.00	2,00,000	1,00,000	1,00,000	—1,00,000	1897
5,00,000	2,00,00,000	2,00,00,000	3.00	2,00,000	1,00,000	1,00,000	—1,00,000	1898
6,00,000	2,00,00,000	2,00,00,000	3.00	2,00,000	1,00,000	1,00,000	—1,00,000	1899
8,00,000	2,00,00,000	2,00,00,000	3.45	2,00,000	1,00,000	1,00,000	—1,00,000	1900
1,00,000	2,00,00,000	2,00,00,000	1.00	2,00,000	1,00,000	1,00,000	—1,00,000	1901

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## Appendix 7. Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

CLASS OF RAILWAYS		LINES OWNED BY GUARANTEE											
GROUP		5' 6"											
Class No.		11 (a)							11 (b)				
Railway		BOMBAY, BARODA AND CENTRAL INDIA.							MADRAS.				
Calendar year.	Capital withdrawn for expenditure to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Government Interest.	Company's share of net traffic receipts.	Gain or loss (the State).	Capital withdrawn for expenditure to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percentage of Capital outlay.
	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	
1870	7,519,000	8,51,100	71,52,500	32,11,100	37	43,000	25,000	-11,55,000	11,02,100	11,11,000	6,28,000	20,75,100	111
1880	7,707,000	8,17,310	82,44,100	45,34,000	55	43,000	25,000	-8,02,000	10,14,000	11,30,000	61,62,500	10,57,100	123
1891	7,042,000	8,00,150	97,11,100	55,00,000	67	43,000	25,000	4,47,800	10,40,000	11,40,000	63,11,100	20,75,800	124
1901	8,000,000	8,00,000	101,01,000	50,10,000	62	43,000	25,000	-9,00,000	10,17,200	11,00,000	60,10,500	25,00,000	125
1911	7,57,000	1,00,000	1,00,000	6,10,000	61	43,000	25,000	1,13,000	1,13,000	1,13,000	1,13,000	25,00,000	126
1921	8,24,000	9,00,000	1,01,00,000	6,50,000	64	43,000	25,000	1,13,000	1,13,000	1,13,000	1,13,000	25,00,000	127
1931	9,15,000	9,15,000	1,01,00,000	7,10,000	78	52,000	14,000	4,70,000	1,13,000	1,13,000	1,13,000	25,00,000	128
1941	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,58,000	1,13,000	1,13,000	1,13,000	25,00,000	129
1951	8,54,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,21,000	1,13,000	1,13,000	1,13,000	25,00,000	130
1961	9,20,000	9,20,000	1,01,00,000	7,10,000	78	52,000	14,000	-4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	131
1971	9,00,000	9,00,000	1,01,00,000	7,10,000	78	52,000	14,000	-55,000	1,13,000	1,13,000	1,13,000	25,00,000	132
1981	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	133
1991	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	134
2001	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	135
2011	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	-2,10,000	1,13,000	1,13,000	1,13,000	25,00,000	136
2021	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	137
2031	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	138
2041	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	139
2051	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	140
2061	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	141
2071	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	142
2081	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	143
2091	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	144
2101	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	145
2111	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	146
2121	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	147
2131	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	148
2141	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	149
2151	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	150
2161	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	151
2171	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	152
2181	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	153
2191	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	154
2201	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	155
2211	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	156
2221	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	157
2231	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	158
2241	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	159
2251	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	160
2261	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	161
2271	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	162
2281	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	163
2291	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	164
2301	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	165
2311	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	166
2321	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	167
2331	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	168
2341	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	169
2351	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	170
2361	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	171
2371	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	172
2381	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	173
2391	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	174
2401	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	175
2411	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	176
2421	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	177
2431	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	178
2441	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	179
2451	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	180
2461	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	181
2471	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	182
2481	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	183
2491	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	184
2501	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	185
2511	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	186
2521	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	187
2531	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	188
2541	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	189
2551	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	190
2561	9,11,000	9,11,000	1,01,00,000	7,10,000	78	52,000	14,000	4,50,000	1,13,000	1,13,000	1,13,000	25,00,000	191
2571	9,11,000	9,11,000</											

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[illegible]

## DIX 7—continued.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

## TELEPHONE COMPANIES.

TOTAL GUARANTEED LINES.												CLASS OF RAILWAYS.
												Gauge.
												Class- No.
												Railway.
												Calendar year.
Guaranteed Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital withdrawn for expenditure to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent on capital outlay.	Guaranteed interest.	Company's share of net traffic receipts.	Gain or loss to the State.	TOTAL GAIN OR LOSS TO THE STATE FROM RAILWAYS.	
Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
57,04,000	—	—36,29,335	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1879
57,10,332	—	—37,59,100	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1880
57,10,335	—	—36,40,500	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1881
56,8,1011	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1882
57,8,110	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1883
64,23,412	—	—31,87,745	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1884
67,7,200	—	—31,87,745	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1885
71,24,912	—	—31,87,745	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1886
73,20,207	—	—44,40,170	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1887
75,21,151	—	—41,07,200	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1888
71,21,151	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1889
10,8,11,111	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1890
75,21,151	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1891
75,21,151	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1892
84,22,7	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1893
96,7,11,111	—	—17,07,300	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1894
96,17,433	55,000	—	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	55,000	—	—1,11,11,111	1895
10,11,11,111	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1896
84,11,111	11,111	—2,07,310	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	11,111	—	—1,11,11,111	1897
82,40,111	6,540	—	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	6,540	—	—1,11,11,111	1898
80,25,111	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1899
81,24,701	—	—27,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1900
81,15,711	—	—31,11,111	1,11,11,111	10,91,11,111	1,11,11,111	1,11,11,111	100	1,11,11,111	—	—1,11,11,111	—1,11,11,111	1901

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Jorhat	10	North Western State	10	Pohitpur and Kumaon	10
Katakhal-Peralam	10	North Western State	10	South Bihar	10
Kanagpur	10	North Western State	10	South Indian	10
Kolar Gold fields	10	North Western State	10	South Indian	10
Kolhapur	10	North Western State	10	South Indian	10
Lado and Lado-Moribanda	10	North Western State	10	South Indian	10
Larknow-Bhaddi	10	North Western State	10	South Indian	10
Ludhiana-Dhuri Jakhai	10	North Western State	10	South Indian	10
Madras	10	North Western State	10	South Indian	10
Madras (North East line)	10	North Western State	10	South Indian	10
Mauvi	10	North Western State	10	South Indian	10
Mymensingh-Jamalpur-Jogannoh-ganj	10	North Western State	10	South Indian	10
Mysore-Nanjangud	10	North Western State	10	South Indian	10
Mysore section (Southern Mahratta)	10	North Western State	10	South Indian	10
Nagda-Lajpur	10	North Western State	10	South Indian	10
Pulgar	10	North Western State	10	South Indian	10



## Appendix 7. Gain or loss.

## APPEN

***Gain or loss to the State from railway outlay, as also the***  
***(Referred to in paragraphs***

CLASS OF RAILWAYS.		COLLIERIES.						OTHER CHARGES.					TOTAL GAIN OR LOSS TO THE STATE.
Gauge.	Class. No.							UNCLASSIFIED EXPENDITURE.					
Railway.		Capital expenditure to end of each year.	Gross earnings.	Net earnings.	Per cent on Capital outlay.	Interest.	Gain or loss to the State.	Capital outlay.	Gain or loss to the State.	30. Guaranteed companies—Land and superannuation.	40. Subsidised companies—Land, interest and subsidy.	41. Miscellaneous railway expenditure.	
Calendar year.		Rs.	Rs.	Rs.	Per cent.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1879	Information not available									6,12,140	...	1,66,840	-1,26,96,234
1880										5,71,140	...	5,77,080	-90,26,245
1881										7,47,150	1,12,260	5,11,840	-38,78,542
1882											7,21,820	2,71,020	5,00,800
1883								1,61,520	-4,321	6,71,100	5,17,700	12,94,050	-71,94,893
1884								5	-10,070	6,14,100	1,05,510	9,75,540	-73,11,846
1885		2,27,654	1,11,911	-3,185	...	...	-45,220	2,40,804	-11,110	7,65,530	4,41,770	9,02,700	-3,29,623
1886		1,51,657	1,11,911	-61,000	1,11,911	1,11,911	-71,000	4,00,000	-91,000	6,12,000	4,00,000	9,00,000	-1,13,15,146
1887		6,20,414	1,03,333	1,25,800	2,1	2,200	-1,110	7,51,000	-1,00,000	5,14,000	4,30,270	5,10,000	-2,16,72,375
1888		1,11,511	1,00,000	91,000	...	...	4,141	4,00,000	-1,80,000	1,10,000	1,00,000	7,00,140	-1,99,44,177
1889		8,10,000	4,00,000	-10,000	...	...	-1,000	1,00,000	-1,17,000	1,00,000	6,00,000	1,00,000	-2,22,71,702
1890		9,00,770	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	-2,00,000	1,00,000	3,00,000	1,00,000	-1,49,47,024
1891		24,50,344	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	-1,72,833
1892		2,50,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	1,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	-1,15,81,888
1893		2,40,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	-1,65,48,641
1894		10,20,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	-2,07,00,788
1895		10,20,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	-1,11,50,217
1896		10,20,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	-2,58,91,921
1897		10,20,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	-2,16,24,962
1898		10,20,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	-1,11,63,214
1899		2,00,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	-46,00,287
1900		10,20,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	+8,72,391
1901		10,20,000	1,00,000	1,11,147	6,00	1,00,000	1,11,147	6,00,000	-2,00,000	1,00,000	1,00,000	6,00,000	+1,15,47,198

• In addition, the following information is not available:

1. **Answer:** 1. The first step is to identify the problem.

total amount to the State.

at 61—brought up to 150 ft.

**K.**

† Arrived at the  
Hotel at 10:30  
Dinner at 11:30

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1. 'S. 41.14'.

## Index to appendix . . .

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# Appendix 7.

## Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS		ASSISTED													
GAUZE		5' 6"													
Class No		1 (1)							1 (1)						
Railway		DELHI-UMBHATA-KAUKA.							SOUTH BOMB.						
Calendar year.	Capital outlay.	Gross earnings.	Net income.	Percent- age of (3) on (1).	Subsidy from Government.	Total Income. (3) + (5).	Per- cent- age of (7) on (1).	Capital outlay.	Gross earnings.	Net earnings.	Per- cent- age of (11) on (9).	Rebate from L. I. Ry.	Total income (3) + (13).	Per- cent- age of (6) on (1).	
	Rs.	Rs.	Rs.	(4)	Rs.	Rs.	(8)	Rs.	Rs.	Rs.	(12)	Rs.	Rs.	(15)	
1879	..	...	..	..	...	...	..	..	...	...	...	..	...	...	
1880	...	...	..	..	...	..	..	...	...	...	...	...	...	..	
1881	...	...	...	..	...	...	..	...	...	...	...	...	...	...	
1882	...	..	..	...	...	...	..	...	...	...	...	...	...	..	
1883	..	..	..	...	...	...	..	...	...	...	...	...	...	..	
1884	..	..	...	..	..	...	..	..	...	...	...	...	...	..	
1885	..	...	..	..	...	...	..	..	...	...	...	..	..	..	
1886	...	...	..	...	..	..	..	..	...	...	...	...	..	..	
1887	..	..	..	..	...	...	..	...	...	...	...	...	...	...	
1888	...	..	..	..	..	..	..	..	..	..	..	..	...	...	
1889	5,796,115	..	...	...	..	..	..	...	...	...	...	...	...	..	
1890	1,35,75,750	..	...	...	...	..	..	..	...	...	..	..	..	..	
1891	1,71,11,611	9,07,000	4,77,000	3.01	...	4,77,000	3.01	..	...	..	..	..	...	...	
1892	1,71,11,611	10,07,000	5,02,000	3.01	..	5,02,000	3.01	..	...	..	..	..	...	..	
1893	1,71,11,611	11,07,000	6,02,000	4.01	...	6,02,000	4.01	..	...	..	..	..	...	..	
1894	1,71,11,611	12,07,000	7,02,000	4.01	..	7,02,000	4.01	..	...	..	..	..	...	..	
1895	1,71,11,611	13,07,000	8,02,000	4.01	..	8,02,000	4.01	..	...	..	..	..	...	..	
1896	1,71,11,611	14,07,000	9,02,000	5.01	...	9,02,000	5.01	..	...	..	..	..	...	..	
1897	1,71,11,611	15,07,000	10,02,000	5.01	..	10,02,000	5.01	..	...	..	..	..	...	..	
1898	1,71,11,611	16,07,000	11,02,000	6.01	..	11,02,000	6.01	..	...	..	..	..	...	..	
1899	1,71,11,611	17,07,000	12,02,000	7.01	..	12,02,000	7.01	..	...	..	..	..	...	1.40	
1900	1,71,11,611	18,07,000	13,02,000	7.01	..	13,02,000	7.01	..	...	..	..	..	...	3.64	
1901	1,71,11,611	19,07,000	14,02,000	8.01	..	14,02,000	8.01	..	...	..	..	..	...	3.11	

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Bombay-Allahabad	82
Bombay-Allahabad	83
Bombay-Allahabad	84
Bombay-Allahabad	85
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Bombay-Allahabad	92
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Bombay-Allahabad	96
Bombay-Allahabad	97
Bombay-Allahabad	98
Bombay-Allahabad	99
Bombay-Allahabad	100

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Bombay-Allahabad	92
Bombay-Allahabad	93
Bombay-Allahabad	94
Bombay-Allahabad	95
Bombay-Allahabad	96
Bombay-Allahabad	97
Bombay-Allahabad	98
Bombay-Allahabad	99
Bombay-Allahabad	100









DIX 7—continued.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 49 of Report.)

WORKED BY COMPANIES.											CLASS-RAILWAYS.
3' 34"											GAUGE.
12 (a)							12 (b)				CLASS No.
BENGAL DUGARS.							BENGAL DUGARS EXTENSION.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of (1) on (3).	Subsidy from District Board.	Total income (1) + (5).	Percentage of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of (1) on (7).	Calendar year.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
Rs.	P.	P.		Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	1887
...	...	...	...	...	...	...	...	...	...	...	1888
...	...	...	...	...	...	...	...	...	...	...	1889
...	...	...	...	...	...	...	...	...	...	...	1890
16,171	...	...	...	...	...	...	...	...	...	...	1891
12,67,624	...	...	...	...	...	...	...	...	...	...	1892
18,4,11,1	1,11,612	57,639	3 12	...	57,639	3 12	...	...	...	...	1893
22,84,221	2,07,256	1,11,791	4 57	4,000	1,44,791	6 12	...	...	...	...	1894
21,27,476	3,53,517	1,77,418	5 46	4,000	1,81,418	8 15	...	...	...	...	1895
24,33,213	2,71,450	1,11,111	5 42	...	1,11,111	5 42	...	...	...	...	1896
26,30,713	2,81,407	1,11,211	5 48	...	1,11,211	5 48	7,151	...	...	...	1897
26,68,030	2,11,089	1,11,000	4 12	4,000	1,15,000	4 10	4,01,611	...	...	...	1898
26,21,748	2,73,037	1,11,416	4 51	...	1,11,416	4 51	2,75,455	...	...	...	1899
26,42,695	3,32,730	1,91,461	7 17	...	1,81,461	7 17	4,11,112	11,191	5,015	0 11	1900
26,44,871	3,11,020	1,76,189	6 67	...	1,76,189	6 67	62,21,117	1,76,199	68,937	1 11	1901

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Jorhat	60	Nizam's Guaranteed State	72	Rohi Kund and Kumaon	61
Kamakhya Peralam	60	North Western State	49	Sagar-Kanwal	61
Khamgaon	60	Nowshera-Bagat	48	South Bihar	60
Kolar Gold-fields	72	(Judh and Rohilkhand State)	47	South Indian	41
Kolhapur	74	Palanpur-Dwesa (State portion)	37	Southern Mahratta	40
Lado and Tikah-Margheria Colliery	62	Palanpur-Dwesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Harilly	30	Pattid Cambay (Anand Sarapur section)	71	Tanjore District Board (Mayavaram-Mutupet)	43
Ludhiana-Dhuri-Jakhal	76	Pattid Cambay (Tarapur-Cambay section)	71	Tapt Valley	58
Madras	52	Pondicherry	61	Larkeshwar-Magra	65
Madras (North-East line)	36	Porwayan Light	64	Parkman	57
Morvi	79	Raipur-Bhamtar	44	Rajpur-Balipara	66
Myrmensis, h-Jamalpur-Jagannath-Ranj	59	Raipur	71	Indoot State	38
Myrmensis-Nanjangul	74	Rajputana-Bhittinda	75	Udaipur-Chitor	77
Myrmensis-Nanjangul (southern Mahratta)	40	Rajputana-Malwa	36	Wardha Canal	32
Nagpur	60	Ranaghat-Krishnagar	60	West of India Portuguese	60





## DIX 7—continued.

Appendix 7.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48, and 50 of Report.)

COMPANIES—contd												CLASS OF RAILWAYS.
3' 31"												GAUGE.
15 (a)				16 (a)				16 (c)				Class No.
DELHIHUR.				BENGAL AND NORTH-WESTERN				SAGAUH-KAZAUL.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
2,73,331	19,611	6,242	2' 4"	...	...	...	...	...	...	...	...	1883
2,75,000	23,735	10,704	3' 6"	1,50,174	77,571	— 26,221	...	...	...	...	...	1884
2,75,000	23,687	9,101	3' 11"	2,01,86,110	19,05,320	6,10,799	3' 13"	...	...	...	...	1885
2,75,041	25,117	11,713	4' 27"	2,36,16,112	18,54,174	8,00,183	3' 43"	...	...	...	...	1886
2,75,111	24,532	12,118	4' 11"	2,51,22,581	19,41,112	8,37,114	3' 27"	...	...	...	...	1887
2,81,131	25,112	11,521	4' 10"	2,01,11,111	22,00,553	0,38,344	3' 74"	...	...	...	...	1888
2,12,971	26,553	12,605	4' 11"	2,01,41,172	22,11,824	10,53,114	4' 01"	...	...	...	...	1889
2,12,916	26,095	10,913	3' 6"	2,57,24,114	27,11,115	12,52,317	4' 16"	...	...	...	...	1890
2,92,752	31,115	15,411	5' 46"	2,76,11,112	24,76,111	16,33,993	5' 47"	...	...	...	...	1891
2,18,321	26,111	9,707	3' 37"	2,13,11,111	21,31,177	17,01,214	5' 31"	...	...	...	...	1892
2,87,364	37,819	19,103	6' 15"	2,14,11,234	21,14,546	16,11,702	5' 71"	...	...	...	...	1893
2,17,321	29,425	9,611	3' 36"	2,17,24,867	21,17,242	17,67,123	6' 15"	...	...	...	...	1894
2,88,046	33,611	15,111	5' 31"	3,12,15,711	25,71,111	17,51,673	5' 61"	...	...	...	...	1895
2,87,707	30,114	11,418	4' 00"	3,43,31,114	26,26,033	17,41,786	5' 07"	1,26,044	...	...	...	1896
2,87,042	30,320	11,132	3' 87"	4,10,32,217	27,55,718	17,97,182	4' 38"	6,68,783	...	...	...	1897
2,81,433	32,101	6,101	2' 28"	4,66,78,122	33,31,890	20,50,805	4' 71"	8,07,350	...	...	...	1898
2,87,321	33,212	6,678	2' 32"	5,16,16,713	43,44,811	27,32,551	5' 30"	10,81,740	5,433	†	...	1899
2,87,179	34,911	7,371	2' 56"	5,24,73,010	44,56,593	25,28,996	4' 82"	12,12,073	25,830	†	...	1900
2,83,265	48,293	18,616	6' 11"	5,51,91,830	51,11,794	31,74,225	5' 71"	10,67,014	37,112	13,593	1' 27"	1901

received during 1899.

on capital.

Jorhat  
Karaikal-Peralam  
Khamdoh  
Kolar Gold-fields  
Kohapur  
Ledo and Tikak-Margherita Colliery  
Lucknow Bareilly  
Madras-Dhurs-Jakhal  
Madras  
Madras (North-East line)  
Morvi  
Mysore-Nanjangud  
Mysore section (Southern Mahratta)  
Nagda Ujjain  
Nilgiri

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Nizam's Guaranteed State  
North Western State  
Nowshera-Durgai  
Oudh and Rohilkhand State  
Palampur-Dera (Darbar portion)  
Palampur-Dera (Darbar portion)  
Petlad-Cambay (Anand-Tarapur section)  
Petlad-Cambay (Tarapur-Cambay section)  
Pondicherry  
Poonan Light  
Rajpur-Dhamtari  
Rajpur  
Rajpur-Bhatinda  
Rajputana-Malwa  
Ratanghat-Krishnagar

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Rohilkund and Kumaon  
Sagauli-Kazaul  
South Behar  
South Indian  
Southern Mahratta  
Southern Punjab  
Tanjore District Board (Mayavaram-Mutpur)  
Tapti Valley  
Tatkalwar-Magra  
Tatkalwar  
Terapur-Milapara  
Tirhut State  
Udaipur-Chitor  
Wardha Coal  
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Ahmedabad-Punjab	61	Bihar Shimoga	73	Cachwar's Mohyna	72
Amroli	69	Bombay, Baroda and Central India	54	Great Indian Peninsula	31
Azam-Bengal	75	Bahm, India-Sultampur	51	Guntakal-Mysore frontier	41
Bani light	65	Burma	43	Gwalior light	75
Bengal and North-Western (Company's section)	63	Calcutta Post Commis ioners'	57	Haidwar-Dehra	57
Bengal Central	31	Cherra Company's	49	Himnapur (Yavatpur-Mysore frontier)	73
Bengal Doonars	60	Cochin light	76	Howrah-Amra	67
Bengal Doonars extensive	61	Darjeeling-Himalayan	59	Howrah-Surkhala	68
Bengal-Nagpur	31	Darjeeling-Himalayan	63	Hyderabad-Godavari Valley	73
Bermuda extension	57	Darjeeling-Himalayan	70	Indian Midland	34
Bhamnagar (Madal-Jungad Porbandar)	76	Darjeeling-Himalayan	70	Jammu and Kashmir (Native State section)	76
Bhopal-Itanagar (British section)	34	Darjeeling-Himalayan	46	Itanagar	78
Bhopal-Itanagar (Native State section)	70	Darjeeling-Himalayan	46	Itanagar-Rajkot	78
Bhopal-Itanagar (Native State section)	70	Darjeeling-Himalayan	30	Jodhpur	77
Bikaner	69	Darjeeling-Himalayan	74	Jodhpur-Hyderabad (British section)	77
Bina-Coona-Barda	69	Darjeeling-Himalayan			

## DIX 7—continued.

Appendix 7.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

## COMPANIES—contd.

2' 6'								CLASS. OF RAILWAYS.
26 (a)				27 (a)				Gauge.
BARS.				TARAKESHWAR-MAGRA.				Railway.
BARS.				TARAKESHWAR-MAGRA.				Class. No.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	1887
...	...	...	...	...	...	...	...	1888
...	...	...	...	...	...	...	...	1889
...	...	...	...	...	...	...	...	1890
...	...	...	...	...	...	...	...	1891
...	...	...	...	...	...	...	...	1892
...	...	...	...	...	...	...	...	1893
...	...	...	...	...	...	...	...	1894
2,357	...	...	...	...	...	...	...	1895
10,06,657	...	...	...	...	...	...	...	1896
13,43,801	1,07,778	21,560	1'60	...	...	...	...	1897
13,42,593	1,30,121	24,559	1'83	9,44,627	74,074	21,002	2'12	1898
12,36,809	1,56,118	64,475	4'75	9,62,446	86,168	12,192	1'27	1899
13,56,501	1,24,440	42,440	3'13	9,61,311	76,914	20,961	2'18	1900
12,99,599	1,08,238	70,588	6 13	4,72,175	83,150	19,870	2 04	1901

Jorhat  
Karikkal-Penalam  
Khamgaon  
Kolar Gold-fields  
Kolhapur  
Lado and Tikah-Margherita Colliery  
Laknow-Bareilly  
Ludhiana-Dhuri-Jakhal  
Madras  
Madras (North-East line)  
Morvi  
Mymensingh-Jamulpur-Jagannath-ganj  
Mysore-Nanjangud  
Mysore section (Southern Mahratta)  
Nagda-Ujjain  
Nagpur

Nizam's Guaranteed State  
North Western State  
Nowshera-Durgai  
Oudh and Rohilkhand State  
Palampur-Dewa (State portion)  
Palampur-Dewa (Darbar portion)  
Patiala-Cambay (Anand-Tarapur section)  
Patiala-Cambay (Tarapur-Cambay section)  
Pondicherry  
Ponjyan Light  
Raipur-Dhamari  
Rajpipla  
Rajputana-Bhatinda  
Rajputana-Malwa  
Rasaghat-Krishnagar

Rohilkhand and Kumaon  
Sagauli-Kanai  
South Behar  
South India  
Southern Mahratta  
Southern Punjab  
Tanjore District Board (Mayavaram-Mutapet)  
Tapti Valley  
Tarakeshwar-Magra  
Tatkeer  
Tarapur-Bahadur  
Tirhoot State  
Udaipur-Chitor  
Wardha Coal  
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## DIX 7—continued.

Appendix 7.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.												CLASS OF RAILWAYS.
S' 6'												CLASS.
S (b)				S (c).				S (d).				Class No.
KHAMGUM.				AMPARA.				INNA-GOONA-BARIN.				Railway
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
5,35,617	38,081	—260	...	4,77,043	5,39,904	16,175	3.39	...	...	...	...	1879
5,10,888	87,361	4,922	0.95	4,45,585	50,110	1,030	0.21	...	...	...	...	1880
4,94,271	41,506	4,561	0.92	4,45,063	53,234	34,121	7.72	...	...	...	...	1881
4,91,164	5,260	30,389	1.10	4,44,651	85,117	30,715	2.10	...	...	...	...	1882
4,10,116	1,757	22,471	1.54	4,44,810	90,160	44,387	11.96	...	...	...	...	1883
4,90,903	4,183	13,037	2.60	4,44,774	71,702	34,174	7.70	...	...	...	...	1884
4,90,739	41,165	11,020	2.25	4,44,730	80,803	34,447	7.75	...	...	...	...	1885
4,30,613	5,145	10,231	4.11	4,41,100	95,112	44,137	11.15	...	...	...	...	1886
4,30,180	53,479	11,000	1.17	4,44,304	80,157	35,855	8.05	...	...	...	...	1887
4,88,157	52,135	15,700	3.25	4,41,902	81,710	30,880	6.98	...	...	...	...	1888
4,10,111	1,372	22,928	4.70	4,45,611	1,02,023	41,071	11.15	...	...	...	...	1889
4,95,520	5,124	20,000	1.30	4,45,151	1,01,502	46,254	10.30	...	...	...	...	1890
4,10,104	66,671	3,200	0.05	4,41,305	1,12,009	51,111	11.80	51,005	...	...	...	1891
4,10,132	85,145	1,000	0.12	4,50,100	1,00,702	48,037	10.80	5,10,101	...	...	...	1892
4,87,707	21,007	21,007	4.11	4,41,000	41,000	43,000	0.10	10,10,000	...	...	...	1893
4,10,103	21,000	21,000	4.10	4,41,000	43,000	43,000	0.10	47,00,000	...	...	...	1894
5,20,147	20,000	20,000	3.00	4,41,000	43,000	43,000	0.10	4,41,000	...	...	...	1895
5,22,003	24,440	24,440	4.08	4,51,111	43,750	42,571	1.10	5,10,074	91,140	36,821	0.68	1896
5,22,150	11,000	13,000	2.06	4,52,445	30,740	2,400	0.00	8,71,621	1,02,366	43,446	0.50	1897
5,22,150	24,111	24,140	4.60	4,54,808	40,057	3,172	0.01	1,00,000	1,10,000	5,000	0.50	1898
5,22,150	14,000	14,800	2.84	4,54,417	1,00,000	3,000	0.00	9,11,000	2,07,359	1,26,108	1.27	1899
5,22,150	33,791	1,000	2.67	4,54,419	78,532	32,400	2.14	1,00,21,000	4,51,847	2,00,400	2.20	1900
5,22,150	4,178	23,000	4.47	4,51,015	1,00,570	50,237	11.10	1,00,43,000	2,02,716	1,22,270	1.22	1901

per annum paid to District Board.

Jorhat	...
Karikkal-Peralam	...
Khamgum	...
Kolar Gold-fields	...
Kolhapur	...
Lado and Tikah-Margherita Colliery	...
Larkna-Bareilly	...
Ludhiana-Udhru-Jakhal	...
Madras	...
Madras (North-East line)	...
Morvi	...
Mysore-Nanjangudi	...
Mysore section (Southern Mahratta)	...
Nagda-Ujjain	...
Nagpur	...

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50	Nizam's Guaranteed State
50	North Western State
60	Nowshera-Durgai
72	Oudh and Rohilkhand State
74	Palampur-Dogra (State portion)
62	Palampur-Dogra (Barbar portion)
30	Patal-Cambay (Anand-Tarapur section)
76	Patal-Cambay (Tarapur-Cambay section)
52	Pondicherry
36	Powayan Light
79	Rajpur-Dhamtari
50	Rajputana
74	Rajputana-Dhamtari
40	Rajputana-Dhamtari
70	Rajputana-Malwa
60	Ranaghat-Krishnagar

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72	Rohilkhand and Kumaon
48	Sagauli Razaul
48	South Behar
47	South Indian
37	Southern Mahratta
71	Southern Punjab
71	Tanjore District Board (Mayavaram-Mutpet)
71	Tapti Valley
81	Tarapur-Dhamtari
64	Tarapur-Dhamtari
44	Tarapur-Dhamtari
75	Tarapur-Dhamtari
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58	Tarapur-Dhamtari
43	Tarapur-Dhamtari
58	Tarapur-Dhamtari
65	Tarapur-Dhamtari
57	Tarapur-Dhamtari
66	Tarapur-Dhamtari
38	Tarapur-Dhamtari
77	Tarapur-Dhamtari
38	Tarapur-Dhamtari
60	Tarapur-Dhamtari



## Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS		LINES OWNED BY NATIVE STATES											
CLASS OF RAILWAYS		5' 6"											
Class No.		5 (f).				8 (r).				9 (c).			
Railway.		BHOPAL-UJJAIN.				BHOPAL-ITANSI (NATIVE STATE SECTION)				NAGDA-UJJAIN.			
Calendar year.		Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.
		Rs.	R.	Rs.		Rs.	R.	Rs.		Rs.	R.	Rs.	
1870 . . .		...	..	...	...	...	...	...	..	...	...	...	...
1880 . . .		...	..	..	...	1,21,116	...	...	...	...	..	..	...
1881 . . .		...	..	..	...	15,79,157	..	...	...	...	...	..	...
1882 . . .		...	...	...	...	31,44,001	14,376	2,704	0'08	...	...	...	...
1883 . . .		...	..	...	...	38,14,270	25,571	—0'135	..	...	...	...	..
1884 . . .		..	...	..	..	45,3,261	2,102	—3'152	...	...	...	...	..
1885 . . .		...	..	...	...	47,71,375	1,01,683	—1'476	..	...	...	..	...
1886 . . .		...	...	..	..	48,41,070	1,47,410	—12'301	...	...	...	...	..
1887 . . .		...	...	...	...	48,00,000	1,45,576	1'4513	0'31	...	...	...	...
1888 . . .		...	..	..	..	48,00,000	1,45,576	1'4513	0'31	...	...	...	...
1889 . . .		...	...	..	..	48,00,000	1,45,576	1'4513	0'31	...	...	...	...
1890 . . .		...	...	..	..	50,00,000	2,07,140	—5'000	...	...	...	...	..
1891 . . .		..	...	...	...	50,00,000	4,76,431	1,71,154	3'46	...	...	...	...
1892 . . .	18,102	..	..	..	..	50,00,000	4,47,797	1,64,981	3'32	...	...	...	...
1893 . . .	22,77,500	..	..	..	..	50,00,000	..	1,31,125	2'62	...	...	...	...
1894 . . .	54,51,511	..	...	...	...	50,00,000	3,90,117	1,14,679	2'30	...	...	...	..
1895 . . .	60,00,000	..	...	...	...	50,00,000	3,10,171	1,02,821	2'06	5,33,660	..	...	...
1896 . . .	77,77,000	1,12,114	1,12,114	1,12,114	2'30	50,00,000	3,10,171	1,02,821	2'06	20,71,251	40,701	17,762	0'86
1897 . . .	1,12,114	1,72,114	1,72,114	1,72,114	2'45	50,00,000	1,12,114	1,33,070	2'66	22,19,919	1,04,639	47,756	2'15
1898 . . .	75,55,789	4,11,140	11,000	11,000	2'70	50,00,000	4,11,140	1,71,375	3'40	22,31,396	1,29,627	71,509	3'20
1899 . . .	70,54,100	3,60,114	2,70,000	2,70,000	3'00	50,00,000	4,47,225	1,79,444	3'59	22,34,346	1,47,175	77,732	3'48
1900 . . .	70,54,020	9,46,319	4,65,600	4,65,600	6'60	50,00,000	7,00,000	2,67,286	5'35	22,29,753	2,51,783	1,30,856	5'42
1901 . . .	70,61,960	15,00,000	2,60,000	2,60,000	1'35	50,00,000	1,12,114	2,86,922	5'74	22,3,982	1,12,760	67,268	3'01

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Appendix 7.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

(11, 14, 48 and 50 of Report)

## AND WORKED BY COMPANIES.

CLASS OF  
RAILWAYS

5' 6"												CLASS OF RAILWAYS
1 (d).				2 (e).				3 (f).				Class No.
PETLAD-CAMBAY (ANAND-TARAPUR SECTION)				PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION)				PALANPUR-DEESA (DIKRUAR PORTION)				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	...	1887
11,71,31	...	...	...	...	...	...	...	...	...	...	...	1888
4,71,224	...	...	...	...	...	...	...	...	...	...	...	1889
6,47,922	32,747	20,270	1.21	...	...	...	...	...	...	...	...	1890
7,10,114	30,113	36,146	5.12	...	...	...	...	...	...	...	...	1891
7,11,021	61,113	34,777	4.71	...	...	...	...	20,000	...	...	...	1892
7,12,778	61,023	40,027	5.71	...	...	...	...	1,85,000	2,255	1,335	0.72	1893
7,23,482	69,114	41,037	6.01	...	...	...	...	1,95,000	17,361	11,365	6.14	1894
7,23,131	72,311	46,284	6.11	...	...	...	...	1,85,000	17,643	11,333	6.13	1895
7,23,616	1,17,540	82,547	11.45	...	...	...	...	1,85,000	22,641	14,101	7.63	1896
7,35,710	64,337	33,111	4.41	...	...	...	...	1,85,000	19,133	10,883	5.88	1897
7,41,047	51,111	29,156	3.76	...	...	...	...	1,85,000	16,843	10,334	5.59	1898
7,52,439	70,618	39,312	5.22	...	...	...	...	1,85,000	19,733	12,102	6.54	1899
7,52,097	86,491	41,713	5.45	...	...	...	...	1,85,000	21,081	14,238	7.70	1900
11,86,381	93,233	51,719	4.36	7,19,676	1,12,011	59,000	0.79	1,85,000	16,479	9,375	5.07	1901

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# Appendix 7. Gain or loss.

# APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph

CLASS OF RAILWAY	LINKS OWNED BY NATIVE STATES														
	GAUW.	5' 6"								3' 3 1/2"					
		Class No.	10 (a).				11 (i)				9 (k)				
			Railway.	NIZAM'S GUARANTEED STATE.				KOLAR GOLD-FIELDS.				GAEKWAR'S MENSANA.			
				Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.				
1879 . . .	1,10,46,097	6,11,401	8,1,325	0.77	..	..	..	..	..	..	..	..	..		
1880 . . .	1,21,90,870	7,02,716	2,48,604	0.11	..	..	..	..	..	..	..	..	..		
1881 . . .	1,22,85,291	7,30,834	2,80,660	2.35	..	..	..	..	..	..	..	..	..		
1882 . . .	1,22,27,791	8,53,418	3,75,091	1.07	..	..	..	..	..	..	..	..	..		
1883 . . .	1,22,83,360	8,53,521	2,37,682	1.14	..	..	..	..	..	..	..	..	..		
1884 . . .	1,23,08,720	9,72,917	4,70,227	1.52	..	..	..	..	..	..	..	..	..		
1885 . . .	2,05,80,908	11,13,950	4,87,024	2.37	..	..	..	..	..	..	..	..	..		
1886 . . .	2,71,46,142	13,81,077	6,46,524	9.1	..	..	..	..	..	..	..	..	..		
1887 . . .	2,72,71,141	13,46,591	5,52,903	0.5	..	..	..	..	11,57,492	27,890	5,964	0.41			
1888 . . .	1,55,11,954	17,76,005	7,51,161	2.11	..	..	..	..	11,16,146	47,502	16,172	1.92			
1889 . . .	1,55,46,922	17,57,402	7,71,113	1.3	..	..	..	..	11,16,146	51,290	20,348	1.82			
1890 . . .	1,77,11,194	20,07,003	10,13,700	1.71	..	..	..	..	25,44,140	59,241	21,308	0.02			
1891 . . .	3,04,18,791	27,71,413	11,57,300	3.14	..	..	..	..	24,04,000	1,94,247	1,01,301	3.64			
1892 . . .	1,05,49,391	27,80,142	11,21,001	3.35	2,76,111	..	..	..	21,11,010	2,58,001	1,53,005	5.11			
1893 . . .	1,01,77,409	31,17,005	11,21,431	3.57	..	..	..	..	31,17,005	3,30,899	1,98,250	6.55			
1894 . . .	1,02,11,926	32,46,003	10,21,029	4.01	6,06,175	79,771	2,02,731	4.46	10,14,000	3,70,072	2,36,107	7.64			
1895 . . .	4,06,43,818	32,15,541	15,77,111	3.88	6,06,175	1,52,003	61,100	10.01	12,55,041	3,18,144	2,02,440	6.27			
1896 . . .	4,08,24,717	32,03,500	17,41,100	4.24	7,11,004	1,55,000	63,287	8.30	17,01,448	4,23,283	2,71,262	8.33			
1897 . . .	4,00,60,044	36,11,194	19,70,000	4.70	7,11,004	2,11,004	90,276	12.41	17,01,448	3,19,125	1,18,358	3.63			
1898 . . .	4,10,54,440	36,07,012	22,74,000	5.51	8,01,000	2,04,000	82,113	10.15	17,01,448	3,40,491	1,09,052	6.07			
1899 . . .	4,15,60,000	41,10,000	21,01,000	6.02	10,70,519	1,77,000	54,827	5.27	12,83,012	3,70,100	2,16,054	6.60			
1900 . . .	1,17,11,124	49,12,000	27,11,000	6.81	10,70,519	2,01,000	67,000	6.22	13,01,000	4,50,000	2,36,754	7.17			
1901 . . .	4,20,000	50,77,027	21,000	6.24	11,20,310	2,17,601	91,000	9.20	11,46,011	3,02,327	2,15,111	6.44			

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Bombay-Gandhi . . . . .	75	El . . . . .	75	Jodhpur . . . . .	75
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***incomes derived by railways which are not guaranteed by the State.***

AND WORKED BY COMPANIES— <i>contd.</i>												CLASS OF RAILWAYS
3' 31"												GAUGE.
10 (c)				21 (d)				31 (e)				Class No.
HYDERABAD-GOD (VARI VALLEY).				HINDUPUR (VISHWANATHPUR-MY-SHAKTIPUR FRONTIER)				BIRUR-SHIMOGA.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	...	1887
...	...	...	...	...	...	...	...	...	...	...	...	1888
...	...	...	...	...	...	...	...	...	...	...	...	1889
...	...	...	...	...	...	...	...	...	...	...	...	1890
...	...	...	...	...	...	...	...	...	...	...	...	1891
...	...	...	...	24,41,741	...	...	...	...	...	...	...	1892
...	...	...	...	23,32,502	57,631	22,708	0'49	...	...	...	...	1893
...	...	...	...	24,14,999	1,61,714	55,514	2'31	...	...	...	...	1894
...	...	...	...	24,11,728	1,52,132	71,400	3'00	...	...	...	...	1895
3,74,350	...	...	...	23,94,762	2,23,800	91,528	4'16	2,90,221	...	...	...	1896
17,64,352	...	...	...	24,70,210	2,61,527	1,81,152	7'31	6,27,263	...	...	...	1897
86,55,416	...	...	...	24,98,316	1,80,001	55,430	8'26	15,70,079	...	...	...	1898
2,00,21,971	63,181	35,877	0'16	24,28,162	1,49,363	50,528	2'02	20,85,475	6,186	1,881	0'09	1899
2,31,94,817	10,63,083	4,20,826	1'81	24,98,047	1,80,193	67,135	2'69	22,94,457	45,227	24,219	1'06	1900
2,44,37,419	20,10,033	9,22,300	3'74	24,94,729	1,97,793	66,724	2'43	24,01,338	62,058	16,993	0'71	1901

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**Appendix 3**  
**Gain or loss.**

*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 (of Report.)

AND WORKED BY COMPANIES—*contd.*

3' 6"				2' 0"				5' 6"				CLASS OF RAILWAYS.
9 (f)				F (h)				7 (i)				Gauge.
RAJPIPLA.				Gwalior Light.				RAJPIPLA-BHAINDA.				Class. No.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Railway.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Calendar year.
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	11,12,219	5,111	—496	...	1884
...	...	...	...	...	...	...	...	12,20,141	49,700	—4,233	...	1885
...	...	...	...	...	...	...	...	12,00,141	1,16,000	1,916	1'12	1886
...	...	...	...	...	...	...	...	1,15,000	...	15,423	1'24	1887
...	...	...	...	...	...	...	...	22,01,000	...	18,040	0'42	1888
...	...	...	...	...	...	...	...	1,83,919	1,08,000	58,403	0'43	1889
...	...	...	...	...	...	...	...	6,00,531	2,00,000	2,95,120	3'00	1890
...	...	...	...	...	...	...	...	1,51,000	7,100	9,21,000	4'02	1891
...	...	...	...	...	...	...	...	1,01,100	5,000	2,30,000	3'82	1892
...	...	...	...	...	...	...	...	6,20,000	1,00,000	3,07,000	4'50	1893
12,647	...	...	...	...	...	...	...	6,00,000	1,50,000	5,00,000	8'45	1894
77,205	...	...	...	...	...	...	...	6,00,000	1,50,000	5,00,000	8'46	1895
4,00,141	...	...	...	8,106	...	...	...	10,05,513	9,07,820	4,40,000	6'71	1896
7,55,792	5,705	—6,514	...	1,00,552	...	...	...	6,00,000	6,00,000	3,10,000	4'68	1897
11,03,133	10,624	—9,172	...	9,00,000	...	...	...	6,00,000	7,00,000	3,10,000	4'72	1898
13,07,820	35,800	8,478	0'65	22,79,207	4,004	—4,113	...	67,05,785	6,70,520	3,05,724	4'50	1899
13,10,159	40,463	12,131	0'93	27,10,551	84,617	—137	...	67,05,785	6,00,804	3,12,211	4'66	1900
13,06,822	47,142	10,007	0'70	31,00,000	82,227	—510	...	67,00,000	8,00,000	4,00,000	5'77	1901

Jorhat	...
Karikkal-Penalam	...
Khampan	...
Kolar Gold fields	...
Kolhapur	...
Ledo and Tikak-Margherita Colliery	62
Lucknow-Bareilly	30
Ludhiana-Jhansi-Jakhal	...
Madras	...
Madras (North-East line)	...
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Mymensingh-Jamshpur-Jagannath-	...
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Palampur-Bhola (Barhar portion)	...
Petlad-Cambay (Anand-Larapur section)	...
Petlad-Cambay, (Larapur-Cambay section)	...
Pondicherry	...
Poonah Light	...
Poonah Light	...
Rampur-Jhansi	...
Rajputana	...
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Southern Mahratta	...
Southern Punjab	...
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Tapti-Valley	...
Tarakeswar-Magra	...
Turkour	...
Turpur-Bhatnagar	...
Tirhut State	...
Udaipur-Ludhiana	...
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# Appendix 7.

## Gain or loss.

# APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

## CLASS OF RAILWAYS.

## LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.

GAUGE.		5' 6"				2' 6"			
Class: No.		7 (d)				7 (e)			
Railway.		JAMMU AND KASHMIR. (NATIVE STATE SECTION).				LUCHIANA-DHURI-JAHNAL.			
						COOCH BEHAR.			
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.
1879 .									
1880 .									
1881 .									
1882 .									
1883 .									
1884 .									
1885 .									
1886 .									
1887 .									
1888 .	29,545								
1889 .	7,51,438								
1890 .	12,37,871	45,867	13,770	1'11					
1891 .	13,80,053	57,312	15,704	1'15					14,685
1892 .	7,45,304	54,005	15,444	1'13					4,14,131
1893 .	9,56,327	14,332	14,314	1'50					6,5,172
1894 .	9,34,773	17,551	17,156	1'83					5,846
1895 .	9,60,010	18,212	18,224						—2,455
1896 .	9,60,011	11,321	31,111	1'26					
1897 .	9,85,151	35,731	21,527	2'24					7,14,318
1898 .	9,12,841	48,114	21,433	2'23					40,210
1899 .	9,60,120	51,532	22,432	2'30					53,174
1900 .	9,60,482	55,215	24,571	2'56					10,218
1901 .	9,60,641	471	23,175	2'43	43,10,441	91,014			12,22,031
									82,773
									43,073
									51,602
									74,667
									5'35

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Birat Light . . . . .	61	Bu. ma . . . . .	43	Gwalior Light . . . . .	75
Bengal and North-Western (Com pany's section) . . . . .	62	Calcutta Port Commissioners' . . . . .	57	Haidwar-Delhra . . . . .	57
Bengal Central . . . . .	61	Cherra-Comptoyganj . . . . .	49	Hindupur (Yamunapur-Mysore fron- tier) . . . . .	73
Bengal Dwaras . . . . .	61	Cherra-Nagpur . . . . .	76	Hovra-Amta . . . . .	67
Bengal Dwaras extension . . . . .	61	Darjeeling-Himalayan . . . . .	67	Hovra-Sherkhala . . . . .	68
Bengal-Nagpur . . . . .	61	Delhi-Lumballa-Kalka . . . . .	50	Hyderabad-Godavari Valley . . . . .	73
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Bhopal (British section) . . . . .	70	Dhruv . . . . .	70	Jamnagar . . . . .	78
Bhopal (Native State section) . . . . .	70	Dhruv . . . . .	62	Jalmar-Kajkot . . . . .	78
Bhopal-Lijjan . . . . .	70	Dhruv . . . . .	46	Jodhpur . . . . .	77
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## DIX 7—continued.

Appendix 7.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

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## LINES OWNED AND WORKED BY NATIVE STAFFS.

CLASS : OF  
RAIL-  
WAYS.

3' 34"												Gauge.
18 (a)				18 (b)				19 (a)				Class No.
JODHPUR-BIKANER (JODHPUR SECTION).				JODHPUR-BIKANER (BIKANER SECTION).				UDAIPUR-CHITOD.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
4,40,866	40,351	23,110	4.9	...	...	...	...	...	...	...	...	1883
8,07,995	64,352	31,748	3.9	...	...	...	...	...	...	...	...	1884
15,40,315	1,70,691	1,12,505	7.3	...	...	...	...	...	...	...	...	1885
21,22,503	2,74,728	1,71,517	6.3	...	...	...	...	...	...	...	...	1886
22,31,413	1,18,701	1,01,777	5.0	...	...	...	...	...	...	...	...	1887
22,41,006	1,00,401	1,01,875	5.0	...	...	...	...	...	...	...	...	1888
22,73,076	1,09,151	1,02,295	5.1	...	...	...	...	...	...	...	...	1889
22,75,338	3,70,127	1,02,192	5.1	4,15,501	...	...	...	...	...	...	...	1890
41,87,110	6,12,931	3,34,764	7.4	14,32,706	5,17,010	2,724	0.19	...	...	...	...	1891
10,50,752	9,40,780	5,22,141	8.7	6,48,622	76,547	34,004	2.03	...	...	...	...	1892
64,74,611	8,31,767	4,73,691	6.7	9,65,771	66,75	23,735	2.66	7,000	...	...	...	1893
64,47,374	10,81,156	6,60,373	10.3	9,69,407	81,274	40,447	4.17	2,70,472	...	...	...	1894
64,12,134	9,71,737	5,61,246	8.8	9,71,064	81,039	45,096	4.64	13,19,550	51,708	18,778	1.40	1895
64,78,328	11,64,165	7,39,273	11.40	9,73,294	1,30,727	75,382	7.75	15,63,721	1,35,210	53,751	3.14	1896
74,00,176	11,72,158	7,44,799	9.94	9,73,473	1,17,010	65,504	6.73	15,79,040	1,23,175	...	...	1897
1,00,85,194	12,22,726	7,30,956	7.25	13,14,152	1,17,472	77,616	3.35	17,89,252	1,43,622	61,364	3.43	1898
1,13,42,183	19,09,007	11,66,844	10.29	18,61,017	1,74,539	1,04,344	3.65	19,00,912	2,10,540	1,04,929	5.27	1899
1,14,28,508	16,56,478	9,07,480	7.94	32,60,132	1,92,158	1,04,962	3.22	19,00,010	3,17,028	1,85,703	4.38	1900
1,17,84,846	15,67,073	7,14,436	6.10	18,91,515	2,46,675	1,05,697	2.16	20,61,858	2,22,175	94,112	4.56	1901

Jorhat	...
Karailkal-Peralim	...
Kharigaon	...
Kolar Gold-fields	...
Kolhapur	...
Ledo and Tikah-Marghera Colliery	...
Lucknow-Bareilly	...
Ludhiana-Dhurr-Jakkhal	...
Madras	...
Madras (North-East line)	...
Morvi	...
Mymensingh-Jamalpur-Jagannath-ganj	...
Mysore-Nanjangud	...
Mysore section (Southern Mahratta)	...
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Nagpur	...

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Pelad-Cambay (Anand-Tarapur section)	...
Pelad-Cambay (Tarapur-Cambay section)	...
Pondicherry	...
Porvay Light	...
Rampur-Danantari	...
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Sagauli-Kasaul	...
South Bihar	...
South Indian	...
Southern Mahratta	...
Southern P. India	...
Tanjore District Board (Mayavaram-Mutapur)	...
Tapti Valley	...
Tarapur-Magra	...
Tarapur	...
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Tarapur State	...
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*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

CLASS OF RAILWAYS.		LINES OWNED AND WORKED BY NATIVE STATES										
Gauge.		3' 6"										
Class	No	20 (a)			20 (b)			20 (c)				
Railway.		BHAVNAGAR-GONDAL-JUNAGAD-POREBHANDAR.			JAMNAGAR.			JEIYALGAR-RAJKOT.				
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	Rs.		
1879 .	4,50,177											
1880 .	49,19,304											
1881 .	74,46,113	6,48,18	2,31,740	3.11								
1882 .	60,75,711	8,76,840	3,54,646									
1883 .	50,41,302	1,64,171	7,26,713									
1884 .	52,12,010	10,28,112	4,18,107									
1885 .	50,25,031	10,04,720	3,11,347									
1886 .	50,55,553		4,15,110									
1887 .	1,06,28,023	9,10,517	4,42,110									
1888 .	1,30,18,663	11,20,260	5,06,54									
1889 .	1,22,10,177	13,10,417	7,11,11									
1890 .	1,68,42,091	15,71,750	6,00,120									
1891 .	1,21,24,771	14,77,263	4,75,786									
1892 .	1,72,22,070	15,14,170	4,17,471					7.9,712				
1893 .	1,72,22,460	20,63,114	8,68,707	5.1					14,15,523	1,03,206	50,896	3.55
1894 .	1,73,65,512	19,40,257	4.56	1.1000					14,90,405	1,55,550	61,252	4.08
1895 .	1,70,00,000	19,72,221	4.47	62,000					15,13,585	1,51,323	77,445	5.15
1896 .	1,75,60,000	1,39,00,000	1,10,474		14,91,747				15,20,265	1,17,116	84,238	5.51
1897 .	1,76,53,052	12,17,10	1,10,000		22,50,539	84,476	28,154	1.20	15,47,463	1,05,253	84,720	5.47
1898 .	1,75,50,546	16,10,000	1,10,000		23,17,400	1,02,110	31,782	1.17	15,27,017	1,11,241	76,057	4.82
1899 .	1,77,45,772	18,51,403	1,20,000	5.16	23,00,558	1,20,323	51,540	2.23	15,83,208	1,10,007	78,726	4.97
1900 .	1,80,00,000	10,00,000	10,10,000	5.62	23,00,000	1,24,123	50,540	2.23	15,74,082	2,02,718	86,214	5.48
1901 .	1,80,00,000	15,17,000	10,00,000	6.1	23,00,000	1,20,000	51,000	2.23	15,71,000	1,76,000	67,251	4.27

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Bahar extension (Native state section) . . . . .	62	Bombay, Karachi and Central India . . . . .	83	Hatwar-Lahar . . . . .	84
Bahar extension . . . . .	63	Bombay, Karachi and Central India . . . . .	84	Hatwar-Lahar . . . . .	85
Bahar extension . . . . .	64	Bombay, Karachi and Central India . . . . .	85	Hatwar-Lahar . . . . .	86
Bahar extension . . . . .	65	Bombay, Karachi and Central India . . . . .	86	Hatwar-Lahar . . . . .	87
Bahar extension . . . . .	66	Bombay, Karachi and Central India . . . . .	87	Hatwar-Lahar . . . . .	88
Bahar extension . . . . .	67	Bombay, Karachi and Central India . . . . .	88	Hatwar-Lahar . . . . .	89
Bahar extension . . . . .	68	Bombay, Karachi and Central India . . . . .	89	Hatwar-Lahar . . . . .	90
Bahar extension . . . . .	69	Bombay, Karachi and Central India . . . . .	90	Hatwar-Lahar . . . . .	91
Bahar extension . . . . .	70	Bombay, Karachi and Central India . . . . .	91	Hatwar-Lahar . . . . .	92
Bahar extension . . . . .	71	Bombay, Karachi and Central India . . . . .	92	Hatwar-Lahar . . . . .	93
Bahar extension . . . . .	72	Bombay, Karachi and Central India . . . . .	93	Hatwar-Lahar . . . . .	94
Bahar extension . . . . .	73	Bombay, Karachi and Central India . . . . .	94	Hatwar-Lahar . . . . .	95
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**income derived by railways which are not guaranteed by the State.**

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LINES OWNED AND WORKED BY NATIVE STATES— <i>concl.</i>												CLASS OF RAILWAYS.	
3' 31"				2' 6"				TOTAL NATIVE STATE LINES.				Gauge.	
20 (J)				21 (K)								Class No.	
DHRANGADRA.				MORVI.								Railway.	
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Calendar year.	
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.			
...	...	...	...	...	...	...	...	1,111,111	7,74,474	1,37,111	6.07	1879	
...	...	...	...	...	...	...	...	1,111,111	7,74,474	1,37,111	6.07	1880	
...	...	...	...	...	...	...	...	1,111,111	7,74,474	1,37,111	6.07	1881	
...	...	...	...	...	...	...	...	2,222,222	15,48,848	2,74,222	3.19	1882	
...	...	...	...	...	...	...	...	2,222,222	15,48,848	2,74,222	3.19	1883	
...	...	...	...	...	...	...	...	2,222,222	15,48,848	2,74,222	3.19	1884	
...	...	...	...	...	...	...	...	2,222,222	15,48,848	2,74,222	3.19	1885	
...	...	...	...	6,88,071	11,822	...	...	2,222,222	15,48,848	2,74,222	3.19	1886	
...	...	...	...	11,07,740	1,70,407	16,714	1.51	2,222,222	15,48,848	2,74,222	3.19	1887	
...	...	...	...	11,77,740	1,62,000	21,764	1.17	2,222,222	15,48,848	2,74,222	3.19	1888	
...	...	...	...	18,00,000	1,00,000	50,000	3.00	2,222,222	15,48,848	2,74,222	3.19	1889	
...	...	...	...	20,00,000	2,00,000	70,000	4.00	2,222,222	15,48,848	2,74,222	3.19	1890	
...	...	...	...	20,00,000	3,00,000	1,00,000	5.00	2,222,222	15,48,848	2,74,222	3.19	1891	
...	...	...	...	21,00,000	3,00,000	1,00,000	6.00	2,222,222	15,48,848	2,74,222	3.19	1892	
...	...	...	...	21,00,000	3,00,000	1,00,000	6.00	2,222,222	15,48,848	2,74,222	3.19	1893	
...	...	...	...	22,00,000	3,00,000	1,00,000	6.00	2,222,222	15,48,848	2,74,222	3.19	1894	
...	...	...	...	23,00,000	3,00,000	1,00,000	6.00	2,222,222	15,48,848	2,74,222	3.19	1895	
...	...	...	...	23,00,000	3,00,000	1,00,000	6.00	2,222,222	15,48,848	2,74,222	3.19	1896	
...	...	...	...	24,00,000	3,00,000	1,00,000	6.00	2,222,222	15,48,848	2,74,222	3.19	1897	
5,830	...	...	...	24,76,757	4,27,494	2,11,642	8.55	2,222,222	15,48,848	2,74,222	3.19	1897	
5,93,589	23,125	10,617	1.79	24,76,445	3,70,420	1,63,790	6.61	2,222,222	15,48,848	2,74,222	3.19	1898	
6,06,104	63,870	20,078	3.46	25,00,414	4,20,480	1,70,053	6.78	2,222,222	15,48,848	2,74,222	3.19	1899	
...	...	...	...	...	...	...	...	...	...	...	...	...	
5,86,334	57,366	18,704	3.24	27,28,115	4,27,308	1,58,794	5.82	2,222,222	15,48,848	2,74,222	3.19	1900	
5,86,100	46,106	11,765	2.01	27,00,450	3,50,563	1,20,534	4.50	2,222,222	15,48,848	2,74,222	3.19	1901	

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Kāñkai-Peralam	50	Nizam's Guaranteed State	72	Rahikund and Kumarn	64
Kāmpaon	61	North-Western State	73	gaoli-Kaul . .	63
Ku Gold-fields	64	Nowshera-Durgan	48	sth Behar . .	58
Ki-hāpui	72	Quth and Rohilkhand State	47	uth Indian . .	42
Ledu and Itak-Margherita Colliery	74	Pālanpur-Jerra (State portion)	37	uthern Mahārāṭha	40
Lucknow-Bareilly	67	Pālanpur-Jerra (Dahla portion)	71	uthern Penjab	58
Ludhiana-Dhruv-Jahhal . . . .	30	Pettal-Cambay (Anand-Lalapur section)	71	Lanjoni District Board (Mayavaram-Mutpet)	43
Madras . . . . .	71	Pettal-Cambay (Larapur-Cambay section)	71	Tapti Valley . .	58
Madras (North-East line) . . . .	52	Pondicherry	81	Isakheswar-Magra	65
Morvi . . . . .	79	Porwari Light	64	Takr-sar . .	57
Mymensingh-Jamāpur-Jagannath-ganj . . . . .	30	Ranpur-Dhamari	44	Tespur-Balipara . .	66
Mysore-Nanjangud	74	Rajpipla	75	Tirhoot State . .	38
Nagpore section (Southern Mahārāṭha)	40	Rajputana-Bhatinda	75	Udaipur-Chehor . .	77
Nagid-Il'jau . . . . .	70	Rajputana-Milwa	36	Wardha Coal . .	32
Nalgur . . . . .	80	Rānaghat-Krishnagar	66	West of India Portuguese	80

## Appendix 7. Gain or loss.

## APPEN

***Gain or loss to the State from railway outlay, as also the***

**(Referred to in paragraphs**

CLASS OF RAILWAYS.		LINES IN FOREIGN TERRITORY.								
GAUGE.		3' 31"								
Class. No.		22 (a)				23 (c)				
Railway.		WEST OF INDIA PORTUGUESE.				KÁBAIKKAL-PERALAM.				
Calendar year.		Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	
		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1870	" " "	Information not available.	...	...	...	...	..	...	...	
1880	" " "		...	...	..	...	...	...	..	
1881	" " "		...	...	...	...	...	...	...	
1882	" " "		...	..	...	...	..	...	...	
1883	" " "		...	...	...	...	...	...	...	
1884	" " "		...	...	..	...	...	...	...	
1885	" " "		...	...	...	...	...	...	...	
1886	" " "		...	...	...	...	...	...	...	
1887	" " "		..	...	...	...	...	...	...	
1888	" " "		..	...	...	...	..	...	...	
1889	" " "		...	...	...	...	...	...	...	
1890	" " "		1,63,14,170	4,75,417	67,401	0'71	...	...	...	...
1891	" " "		1,63,22,110	5,11,014	1,21,543	0'74	...	..	...	..
1892	" " "		1,63,00,001	3,71,681	...	0'07	...	...	...	...
1893	" " "	1,62,74,316	5,81,705	...	1'01	..	...	...	..	
1894	" " "	1,63,12,913	5,11,673	1,10,332	0'73	..	...	...	...	
1895	" " "	1,61,11,066	5,41,077	1,12,136	0'69	4,759	...	..	...	
1896	" " "	1,63,80,411	2,17,170	-76,643	...	59,009	...	...	...	
1897	" " "	1,61,41,068	1,70,722	-1,60,745	...	5,03,082	..	...	...	
1898	" " "	1,61,17,443	2,21,570	-1,10,145	...	7,21,665	19,733	7,855	1'09	
1899	" " "	1,62,06,432	5,72,175	1,44,665	1'01	7,25,344	27,485	9,037	1'25	
1900	" " "	1,63,00,262	3,13,106	-61,845	..	7,20,715	24,608	9,478	1'30	
1901	" " "	1,61,42,023	1,11,111	-48,330	..	7,23,746	30,450	13,314	1'94	

## Index to Appendix 7.

[illegible]

**DIX 7--concluded.**

*income derived by railways which are not guaranteed by the State.*

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FINES IN FOREIGN TERRITORY— <i>cont. ed</i>								CLASS OF RAILWAYS.
31 3.				TOTAL				Gauge.
23 10)				FINES IN FOREIGN TERRITORY.				Class No.
PONDICHERRY.								Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percent gross on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent gross on capital outlay.	Calendar year.
Rs.	Rs.	Pcs.		Rs.	Rs.	Rs.		
..	..	..	..	..	..	..	..	1879
..	..	..	..	..	..	..	..	1880
..	..	..	..	..	..	..	..	1881
..	..	..	..	..	..	..	..	1882
..	..	..	..	..	..	..	..	1883
..	..	..	..	..	..	..	..	1884
..	..	..	..	..	..	..	..	1885
..	..	..	..	..	..	..	..	1886
..	..	..	..	..	..	..	..	1887
..	..	..	..	..	..	..	..	1888
..	..	..	..	..	..	..	..	1889
5,50,000	..	..	..	11,00,000	..	..	..	1890
5,50,000	2,00,000	20,000	3.6	11,00,000	5,00,000	1,00,000	9.1	1891
5,50,000	1,00,000	10,000	1.8	11,00,000	2,00,000	40,000	3.6	1892
5,50,000	1,00,000	10,000	1.8	11,00,000	1,00,000	20,000	1.8	1893
..	..	..	..	..	..	..	..	1894
5,50,000	1,00,000	10,000	1.8	11,00,000	1,00,000	20,000	1.8	1895
5,50,000	1,00,000	10,000	1.8	11,00,000	1,00,000	20,000	1.8	1896
..	..	..	..	..	..	..	..	1897
5,50,000	1,00,000	10,000	1.8	11,00,000	1,00,000	20,000	1.8	1898
5,50,000	1,00,000	10,000	1.8	11,00,000	1,00,000	20,000	1.8	1899
5,50,000	1,00,000	10,000	1.8	11,00,000	1,00,000	20,000	1.8	1900
5,50,000	1,00,000	10,000	1.8	11,00,000	1,00,000	20,000	1.8	1901

[illegible]

11	Norman's Guarantee of State			
12	North Western States			
13	Nowhere, at			
22	Orissa and Kutch Districts			
7	Orissa (see also page 100)			
62	Orissa (see also page 100)			
1	Orissa (see also page 100)			
20	Orissa (see also page 100)			
12	Orissa (see also page 100)			
2	Orissa (see also page 100)			
29	Orissa (see also page 100)			
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30	Orissa (see also page 100)			
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60	Orissa (see also page 100)			

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	Tagor-Rohit Kund
	in Bihar . . . . .
	in Mithila
	in Bihar's
	in the East (Muzammar)
	Mithila . . . . .
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71	in the East of Nagra . . . . .
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**Appendix 8.**  
**Sterling capital authorised.**

**APPENDIX**

*Capital authorised to be raised for each Guaranteed railway and State line leased to*

(Referred to in paragraph

Classification.	RAILWAYS.	AMOUNT AUTHORISED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1901.					AMOUNT RAISED BY THE COMPANIES AND FARM OF STATE IN ENGLAND TO THE		
		Share Capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium)	Total.	Share Capital.	Debentures.	Debenture stock.
		£	£	£	£	£	£	£	£
<i>Guaranteed.</i>									
9 (a)	Bombay, Baroda and Central India . . . . .	7,550,300	3,005,400	..	29,731	10,585,431	7,550,628	3,004,400	..
11 (a)	Madras : : . . .	10,257,630	1,500,300	..	9,761	11,767,691	10,257,630	1,500,300	..
	Total . . . . .	17,807,930	4,505,700	..	39,492	22,447,122	17,808,258	4,504,700	..
<i>State lines leased to Companies</i>									
3 (a)	Bengal Central . . . . .	500,000	500,000	..	..	1,000,000	500,000	..	..
4 (a) & (d)	Bengal-Nagpur . . . . .	3,000,000	1,000,000	..	1,150	4,001,150	3,000,000	1,000,000	..
	Do. Extension . . . . .	..	2,100,000	..	9,450	2,109,450	..	2,100,000	..
8 (d)	Indian Midland . . . . .	3,000,000	1,000,000	..	5,777	4,005,777	3,000,000	1,000,000	..
14 (a)	Assam-Bengal . . . . .	1,500,000	1,000,000	..	15,385	2,515,385	1,500,000	1,000,000	..
17 (b)	Lucknow-Barrackpore section (Rohilkhand and Kumaon) . . . . .	..	147,000	..	..	147,000	..	147,000	..
21 (a)	Southern Mahratta . . . . .	2,500,000	1,000,000	..	30,657	3,530,657	2,500,000	1,000,000	..
21 (b)	Mysore section (Southern Mahratta) . . . . .	..	..	1,000,000	24,000	1,224,000	..	..	1,224,000
24 (a)	Burma . . . . .	2,000,000	..	..	..	2,000,000	2,000,000	..	..
	Total . . . . .	13,000,000	5,000,000	1,000,000	51,265	19,051,265	13,000,000	5,000,000	1,224,000
	Grand Total . . . . .	31,807,930	9,505,700	1,000,000	90,757	42,314,387	31,808,258	9,504,700	1,224,000

Details of Debenture issues on 31st December 1901 and the date at which the issues were made.

*Bombay, Baroda and Central India Railway—*

300,000	3 per cent
100,000	2½ „ „
140,400	2½ „ „
100,500	1 „ „
500,000	2 „ „
100,000	2½ „ „
120,000	3½ „ „
100,700	3 „ „
536,000	1 „ „
500,000	3½ „ „
199,800	3½ „ „
300,000	2½ „ „

2,005,400

*Madras Railway—*

17,500	3 per cent
60,000	2½ „ „
20,000	2½ „ „
100,000	2½ „ „
300,000	3½ „ „
100,000	2 „ „
111,500	3 „ „
140,000	2½ „ „
100,000	3½ „ „
200,000	3½ „ „
61,400	3½ „ „

1,574,500

30th June 1902
31st December 1902
31st December 1903
30th June 1904
30th June 1904
31st December 1905
30th June 1906
30th June 1906
30th April 1907
31st October 1907
31st December 1907

## DIX 8.

Appendix 8.  
Sterling capital authorised.

companies, the amount raised and the amount withdrawn to 31st December 1901.

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ADVANCED BY THE SECURITIES 31st DECEMBER 1901.		AMOUNT RAISED IN INDIA TO THE 31st DECEMBER 1901.		Total amount raised to the 31st December 1901.	TOTAL AMOUNT WITH- DRAWN TO THE 31st DECEMBER 1901.		REMARKS.
Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51, VUL, Cap. 5.	Share capital.	Capital not bearing interest (premium).		During calendar year 1901.	Up to the close of calendar year 1901.	
£	£	£	£	£	£	£	
28,731	...	21,672	...	10,541,431	2,000,374	11,625,711	5 per cent.
9,761	...	...	...	11,538,366	3,000,000	11,538,366	† 5 " " " " " £ 8,757,670 4 " " " " " " 99,000 4 " " " " " " 500,000
19,400	...	21,672	...	22,421,519	1,997,704	22,500,100	‡ Replaced by advances raised under Act 51, VUL, Cap. 5.
...	5,000,000	...	...	1,000,000	1,000,000	1,000,000	‡ 31 per cent.
5,150	2,700,000	...	...	7,415,000	1,000,000	7,415,000	‡ 4 " "
9,150	...	...	...	2,112,775	4,700,000	5,222,775	¶ Includes expenditure by the State on the Karnal main section, which is equi- valent to £ 32,552.
—5,007	1,749,000	...	...	7,002,121	10,000,000	8,217,315	¶ £ 147,000 sterling debentures were issued by the Company in England and sold for Rs. 2,00,000. This sum was paid into the Calcutta Treasury and at the same time is equivalent to sterling payment of £ 100,000. ‡ Expenditure in excess of this capital to be advanced in India.
15,121	...	...	...	2,972,111	10,000,000	1,775,133	
...	...	...	...	14,000	17,000	3,000	
3,000	2,120,000	1,400	34	6,000,000	10,000,000	5,000,000	†† Includes capital raised for completion of the Delhi-Karnal section, and ex- penditure thereon from the 1st January 1901.
24,000	...	...	...	1,000,000	10,000,000	1,100,000	
...	...	...	...	2,000,000	10,000,000	2,000,000	
1,000	6,700,000	1,400	34	31,500,000	1,750,000	15,000,000	‡‡ 3 per cent.
1,000	6,734,000	2,132	34	53,000,000	2,244,000	8,500,000	‡‡ 2 " "

## Bengal-Nagpur Railway—

£		
2,500,000	3 per cent.	18th February 1902
1,234,400	4 " "	1903.
500,000	2½ " "	10th July 1903.
400,000	2½ " "	21st April 1904
400,000	...	12th August 1905.
400,000	3 " "	15th June 1906.
155,000	3½ " "	3rd January 1908
400,000	3½ " "	4th May 1909

## Indian Midland Railway—

£		
171,200	2½ per cent.	31st December 1901.
250,000	2½ " "	1903.
5,25,000	2½ " "	30th June 1903
1,000,000	3½ " "	31st December 1903.
1,000,000	3½ " "	30th June 1904.
150,000	3 " "	10th June 1905.
500,000	3½ " "	3rd October 1905.
3,654,100	...	...

## Southern Mahratta Railway—

£		
1,000,000	2½ per cent.	1st April 1904.
88,100	3 " "	1st October 1905.
600,000	3 " "	1st April 1906.
500,000	3½ " "	1st October 1907
255,000	3½ " "	1st October 1908.
1,000,000	...	...

## Assam-Nagpur Railway—

£		
500,000	3 per cent.	4th July 1902.
300,000	2½ " "	13th April 1903.
500,000	1½ " "	4th July 1907.
1,300,000	...	...

## Lucknow-Patna Railway—

£ 147,000 " " " 3½ per cent

1st July 1904.



# Appendix 9. Budget allotments.

## DIX 9.

during each official year from 1892-93 and the amount actually expended.

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CENTRAL.		4 (a, (b) AND (d), BRACAL-NANDAN				EAST COAST STATE.				CLASS 1 No. RAILWAY.	
Capital actually expended.	Mileage opened during the year	Capital	Capital	Capital Budget	Capital actually expended	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended	Mileage opened during the year	Particulars. Year.
1,18,013		51,41,000	55,11,000	43,69,7	41,16,543	1,67,15,000	1,08,01,000	1,24,04,000	1,23,40,000	57.14	1892-93
28,304		2,46,000	21,27,000	13,73,100	11,04,143	1,00,00,000	91,11,000	90,73,000	97,44,000	174.81	1893-94
58,730		8,27,100	6,41,000	3,13,000	3,21,482	90,00,000	70,10,000	78,15,000	81,21,000	60.7	1894-95
57,664		7,07,000	6,04,000	2,79,000	21,12,011	57,00,000	57,00,000	57,11,000	57,61,000	137.77	1895-96
9,36,572		1,54,74,000	1,49,04,000	1,54,77,000	1,57,02,397	1,71,17,000	1,00,78,000	1,11,00,000	1,10,42,000	47.1	1896-97
6,57,078						1,00,00,000	1,00,00,000	90,73,000	89,49,000	8.6	1897-98
6,16,343		1,54,000	2,77,00,000	1,81,10,000	1,84,47,000	323.51	25,12,000	90,44,000	89,51,000	218.38	1898-99
1,07,704		2,13,11,000	1,77,00,000	1,77,00,000	1,77,00,000	5.75	10,55,000	27,10,000	20,79,000		1899-1900
2,36,034		1,77,73,100	1,04,00,000	81,04,000	71,01,167	98.44	34,23,000	14,00,000	11,47,000		1900-01
		1,83,32,000	1,76,91,000	1,80,70,000		8.24					1901-02
PENINSULA.		5 (d) AND (e), INDIAN MIDLAND.				6 (a), BOMBAY, BARODA AND CENTRAL INDIA.					
7,36,515		10,14,000	21,89,000	24,77,000	12,17,184	1,19,000	2,00,000	2,33,000	1,71,105		1892-93
4,30,123		10,41,000	21,41,000	11,49,000	8,73,553	12,54,000	12,05,000	10,35,000	9,40,000		1893-94
16,18,340		12,00,100	22,17,000	9,25,000	7,47,721	15,01,000	9,74,000	17,70,000	16,65,100		1894-95
1,09,701		7,14,000	2,10,000	8,80,000	4,87,115	30,40,000	25,40,000	28,17,000	27,51,100		1895-96
4,80,409		10,70,000	10,70,000	8,14,000	70,12,172	20,75,000	4,11,000	31,02,000	28,73,000		1896-97
15,41,812		11,44,000	20,01,000	20,24,000	30,13,397	57,00,000	67,40,000	27,10,000	25,51,200		1897-98
28,57,021		17,11,000	20,10,000	21,84,000	19,84,558	51,50,000	60,43,000	45,01,000	40,21,000		1898-99
28,74,457		1,15,000	2,15,000	21,40,000	19,97,774	40,00,000	41,00,000	51,51,000	41,40,000		1899-1900
16,94,115		22,40,000	1,02,000	17,10,000	17,10,000	41,00,000	10,00,000	17,00,000	16,70,000		1900-01
		22,40,000	1,02,000	17,10,000		10,15,000	2,00,000	27,72,000			1901-02
BOMBAY.		16 (b), AND NORTH WESTERN (LONDON AND TILLY)				17 (b), ROHILKHAND AND KANPUR (LONDON-BARRILLI SECTION)					
51,14,004		3,07,000	2,21,000	12,40,000	12,40,000	2,00,000	2,00,000	2,00,000	2,00,000		1892-93
80,77,000		3,10,000	1,00,000	1,10,000	1,10,000	2,00,000	4,41,000	2,70,000	2,10,000		1893-94
1,00,71,000		10,11,000	8,00,000	5,50,000	2,50,000	2,00,000	2,00,000	1,00,000	1,11,000		1894-95
1,17,30,000	238.40	7,10,000	7,00,000	8,10,000	5,10,000	2,00,000	2,00,000	2,00,000	2,00,000		1895-96
1,15,51,501	201.7	4,00,000	4,10,000	21,41,000	10,11,334	4,00,000	7,41,000	5,17,000	2,00,000		1896-97
1,10,24,132		7,11,000	7,10,000	5,30,000	47,41,271	3,10,000	2,20,000	4,40,000	3,57,000		1897-98
1,24,74,007	5.82	5,50,000	62,00,000	47,10,000	34,20,341	2,00,000	1,50,000	1,70,000	1,20,000		1898-99
1,01,54,508	20.11	1,07,000	24,00,000	10,00,000	10,70,000	1,00,000	6,00,000	6,00,000	—2,000		1899-1900
90,38,316	143.80	47,80,000	31,10,000	50,50,000	53,02,400	1,10,000	3,74,000	3,74,000	3,63,000		1900-01
	10.71	25,00,000	25,40,000	27,40,000		2,00,000	2,00,000	4,00,000			1901-02
AND (c), INDIAN.		24 (a), BLINA				FRONTIER RESERVE MATERIAL, STORES AND COLLIERIES.					
—20,00,177		5,40,000	51,80,000	51,12,000	40,95,045	99.45					1892-93
7,30,343		44,74,000	41,82,000	34,17,000	11,70,072	12.80					1893-94
1,05,032		36,31,000	7,20,000	31,03,000	33,40,004	15.40					1894-95
3,82,340		15,14,700	11,11,000	16,00,000	16,71,732	245.07					1895-96
1,40,537		8,70,000	9,24,000	71,53,000	60,10,54						1896-97
—2,01,106		77,10,000	77,10,000	55,10,000	58,11,321	20.00					1897-98
—10,58,798		90,10,000	1,00,00,000	70,00,000	72,00,000						1898-99
20,00,000		1,10,10,000	80,00,000	70,00,000	75,14,726	87.21					1899-1900
20,07,330		1,10,10,000	80,00,000	70,00,000	75,14,726	130.00	—2,000	—2,000	2,00,000		1900-01
		1,10,10,000	80,00,000	70,00,000		23.70	2,000	2,000			1901-02

transferred from one railway system to another except the amounts allotted and expended on works of construction, railway and partly to the Madras railway from the 1st January 1901.



**Appendix 10.**  
**Annual capital outlay.**

APPEN

**Capital expenditure in thousands of rupees**

(Referred to in paragraphs

Railway.	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING STIPENDS								EXPENDITURE ON ROLLING STOCK IN THOUSANDS OF RUPEES EXCLUDING STIPENDS							
	Y1 189								Y1 189							
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
East Indian	28,11	11,91	11,91	12,06	20,71	14,72	23,41	47,5	1,1	6,0	3,0	12,01	27,27	30,75	12,67	64,21
Eastern Bengal	9,04	3,0					2,11	31,10	3,0	6,01	2,0	5,1	10,15	10,11	18,1	13,01
Bengal Central													11,11	4,27	1,05	-3,1
Bengal-Nagpur		8,1	1,1	62,90	1,71	1,71	1,1	1,1	1,1	17,81	2,1	2,1		1,1	33,0	27,15
Calcutta Port (Com- munications)																13,40
Cuth and Rohilkhand State	4,11	7,01	15,14	23,01	1,33	1,72	1,1	27,17				5,1	3,51	7,1	5,08	5,05
North Western State	4,0	5,17	77,12	1,47		1,18	1,1	62,11	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1
Great Indian Penin-																
Bombay, Baroda and Central India			6,1	5,2	1,1	5,71	2,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1
Nizam's Guaranteed State																
Madras																
Bengal Douars																
Dibru-Sadiya																
Assam-Bengal	30,1	71,00	1,71	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1
Deoghar																
Bengal and North- Western																
Rohilkhand and Ku- maon	2,1	1,57	1,1													
Rajputana-Malwa	31,50	30,12	34,1	14,1												
Jalhpur-Bikaner	17,51	1,1														
Udaipur-Chit																
Bikaner-Pokh																
Bikaner-Pokh																
Southern Mahratta																
South Indian																
Mysore																
Bombay																
Calcutta-Mysore																
Ranaghat-Krishnagar																
Tezpur-Rajpur																
Harjeeling-Himala- yan																
Howrah-Amta																
Howrah-Shenkhal																
Jorhat																
<b>TOTAL</b>	<b>1,82,02</b>	<b>3,24,45</b>	<b>3,75,0</b>	<b>4,41,33</b>	<b>5,1</b>	<b>32,70</b>	<b>2,74,17</b>	<b>5,12,11</b>	<b>4,3,72</b>	<b>95,71</b>	<b>74,05</b>	<b>91,27</b>	<b>74,34</b>	<b>1,38,47</b>	<b>1,42,52</b>	<b>1,78,25</b>



# Appendix II. Capital outlay.

## APPEN

### Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		EAST INDIAN RAILWAY.						EASTERN BENGAL	
NAME OF RAILWAY.		EAST INDIAN.		DELHI-UMBALLA-KALKA	SOUTH BEHAR.	FARAKKA.	KALKA-SIMLA.	EASTERN AND SOUTHERN SECTIONS.	
Classification Number.		1 (a)		1 (b)	1 (c)	1 (d)	1 (e)	2 (a)	
Gauge.		5' 6"		5' 6"	5' 6"	5' 6"	2' 6"	5' 6"	
Items.	Length of railway and main heads of expenditure.	Open line.	Under construction.	Open line.	Open line.	Open line.	Under construction.	Open line.	Under construction.
<b>LENGTH OF LINE.</b>									
(a)	Single track . . . Miles.	1,354'04	99 32	162 24	78 76	22'23	6'00	155'83	7 66
(b)	Double " . . . "	484 00	...	..	...	...	..	112 21	..
(c)	<b>TOTAL MILEAGE.</b>	1,838'04	99 32	162 24	78 76	22'23	6'00	268'04	7 66
<b>Outlay—</b>									
1	Purchase of line . . . Rs	37,80,00,000	..	...	...	...	...	4,41,55,749	..
2	Overdrawn Capital . . . "	26,45,264	...	...	...	...	..	4,24,483	...
3	Expenditure incurred since purchase . . . "	11,44,64,816	...	...	...	...	..	3,77,40,309	...
4	<b>TOTAL outlay on railway to end of 1911—</b>								
	Sum of 1 to 3 . . . . R.	4,91,10,081	51,24,440	1,52,22,445	1,21,60,513	17,02,203	34,40,013	8,23,20,441	3,47,794
	„ XX and XX . . . . "								
I	Preliminary expenses . . . "	15,41,444	1,77,277	8,72,400	7,46,510		3,11,211		301
II	Land . . . . .	31,45,000	2,45,711		...		85		2,01,733
III	Formation . . . . .	2,37,17,476	5,67,924		7,40,106		17,70,119		23,016
IV	Bridgework . . . . .	7,63,51,412	12,27,91	3,23,436	37,43,724		1,70,147		320
V	Fencing . . . . .	38,78,814	46,11		89,351		19		26
VI	Electric telegraph . . . . .	21,82,761	...		...		...		...
VII	Ballast and permanent way . . . . .	11,41,00,714	21,11,1123	1,70,00,000	37,77,482		1,15,918		91,405
VIII	Stations and buildings . . . . .	4,11,14,308	1,72,752	1,17,1151	7,30,058		10,401		11,112
IX	Colliery works . . . . .	21,26,143	...	...	...		..		...
X	Plant . . . . .	61,29,847	3,44,761	2,12,1151	5,90,424		82,761		1,254
XI	Rolling-stock . . . . .	10,13,00,131	...	...	...		...		...
XII	General charges . . . . .	9,58,38,956	3,79,100	9,11,400	7,55,756		4,55,311		16,607
XIII	Exchange . . . . .	..	..	11,754	...		..		...
XIV	<b>TOTAL OF I TO XIII.</b>	14,16,05,480	51,24,440	1,43,74,231	1,12,43,613	17,02,203	20,13,029	6,86,17,074	3,47,794
XV	Ferries, etc. . . . .	13,20,138	...	...	...	...	...	15,61,564	...
XVI	Suspense . . . . .	9,24,268	...	2,11,869	53,953	..	1,41,613	38,20,749	...
XVII	Sundries . . . . .	14,24,412	...	11,27,287	10,60,067	..	1,30,270	...	...
XVIII	<b>TOTAL items XV to XVII</b>	1,23,74,018	...	9,17,418	11,22,020		4,71,448	47,82,323	...
XIX	<b>GRAND TOTAL expenditure in construction of railway (XIV + XVIII).</b>	45,39,79,498	53,24,840	1,52,92,648	1,23,65,633	17,02,203	34,84,477	7,34,00,397	3,47,794
XX	Amount paid in premia, &c. . . . .	3,51,30,587	...	...	...	...	...	89,20,144	...

NOTE.—The total outlay borne against the capital account of each

\* Includes Rs. 9,73,428 on account of surplus stores less sale proceeds from same, and Rs. 4,20,470 on account of commission on debenture loan.

## DIX II.

Appendix II.  
Capital outlay.

\* 1901 distributed over main heads of expenditure.

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STATE RAILWAY.						BENGAL-NAGPUR RAILWAY.					
NORTHERN & BAHAR SECTION.		DACCA SECTION.	BRISBA- PULLA- SUTIA- PUR.	MYMUN- SINGH-JA- MALPUR- JAGANNATH- GAN.	CROCK- FORD.	BENGAL CENTRAL.	BENGAL-NAGPUR		RAIPUR- DHANBAD.	J. P. & L. P. & L. C. & L. C. & L. C. & L.	Items
2 (b)		2 (b)	2 (c)	2 (d)	2 (e)	3 (a)	4 (a).		4 (b)	4 (d)	
3' (1) and 2' 6"		3' 1/2"	3' 3"	3' 1/2"	2' 6"	5' 6"	5' 6"		2' 6"	2' 6"	
Open line.	Under construc- tion.	Open line	Open line	Open line	Open line.	Open line	Open line	Under construc- tion	Open line	Under construc- tion	
500'43	36 83	85'12	59 19	53'77	23'7	127 01	1,536'21	177 77	95 24	252'67	(a)
...	...	...	...	...	...	...	16 74	...	...	...	(b)
500'43	38 53	85'12	59 19	53 37	3, 78	127 01	1,532 43	177 77	51 4	252 67	(c)
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	4
1,429, 1,401	1,112, 1	73,32 727	2, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	2, 4, 50, 1, 2, 1, 1	55, 2, 1, 1, 1, 1, 1	13, 1, 1, 1, 1, 1, 1	9, 4, 1, 1, 1, 1, 1	I
2, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	4, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 4, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	II
13, 57, 144	4, 1, 1, 1, 1	5, 1, 1, 1, 1	...	...	14, 1, 1, 1, 1	7, 1, 1, 1, 1	5, 1, 1, 1, 1	20, 1, 1, 1, 1, 1, 1	5, 1, 1, 1, 1	24, 1, 1, 1, 1	III
3, 1, 1, 1, 1	3, 1, 1, 1, 1	1, 1, 1, 1, 1	4, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	7, 1, 1, 1, 1	2, 1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	IV
7, 1, 1, 1, 1	3, 1, 1, 1, 1	5, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	2, 1, 1, 1, 1	14, 1, 1, 1, 1	4, 1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	V
11, 81, 131	14 11	1, 1, 1, 1, 1	13, 1, 1, 1, 1	40, 1, 1, 1, 1	2, 1, 1, 1, 1	4 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	VI
7, 210	...	...	...	...	1, 1, 1, 1, 1	...	...	...	...	...	VII
1, 1, 1, 1, 1	11, 5, 1, 1, 1	18, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	4, 1, 1, 1, 1	4, 1, 1, 1, 1	1, 1, 1, 1, 1	9, 1, 1, 1, 1	1, 1, 1, 1, 1	9, 1, 1, 1, 1	VIII
5, 1, 1, 1, 1	2, 1, 1, 1, 1	13, 1, 1, 1, 1	1, 1, 1, 1, 1	2, 1, 1, 1, 1	7, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	IX
...	...	...	...	...	...	...	...	...	...	...	X
13, 1, 1, 1, 1	3, 1, 1, 1, 1	2, 1, 1, 1, 1	1, 1, 1, 1, 1	24, 1, 1, 1, 1	1, 1, 1, 1, 1	2, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	XI
7, 1, 1, 1, 1	1, 1, 1, 1, 1	11, 1, 1, 1, 1	1, 1, 1, 1, 1	...	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	XII
30, 72, 4, 1, 1	3, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	81, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	2, 1, 1, 1, 1	9, 1, 1, 1, 1	2, 1, 1, 1, 1	XIII
9, 1, 1, 1, 1	...	3, 1, 1, 1, 1	...	...	...	...	1, 1, 1, 1, 1	...	...	...	XIV
4, 36, 58, 1, 1	64, 1, 1, 1, 1	73, 1, 1, 1, 1	1, 1, 1, 1, 1	20, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	10, 7, 1, 1, 1	4, 1, 1, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	XV
13, 77, 082	...	...	28 341	68, 1, 1, 1, 1	3, 1, 1, 1, 1	...	2, 1, 1, 1, 1	1, 1, 1, 1, 1	...	...	XVI
...	...	...	60, 42, 1, 1	1, 1, 1, 1, 1	1, 1, 1, 1, 1	3, 1, 1, 1, 1	7, 1, 1, 1, 1	1, 1, 1, 1, 1	...	9, 40, 1, 1	XVII
...	...	...	1, 1, 1, 1, 1	1, 1, 1, 1, 1	...	...	...	...	...	...	XVIII
13, 77, 082	...	...	1, 1, 1, 1, 1	69, 748	20, 1, 1, 1, 1	3, 1, 1, 1, 1	7, 1, 1, 1, 1	9, 1, 1, 1, 1	...	9, 40, 1, 1	XIX
4, 40, 36, 038	64, 1, 1, 1, 1	73, 1, 1, 1, 1	28, 1, 1, 1, 1	20, 1, 1, 1, 1	13, 1, 1, 1, 1	1, 1, 1, 1, 1	20, 1, 1, 1, 1	55, 1, 1, 1, 1	1, 1, 1, 1, 1	9, 41, 1, 1	XX
...	...	...	...	...	...	...	...	...	...	...	

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

# Appendix II. Capital outlay.

## APPEN

### Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED		ODISH AND ROHILKHAND STATE RAILWAY					NORTH WESTERN			
NAME OF RAILWAY.		CALCUTTA PORT COMMISSIONERS	ODISH AND ROHILKHAND	HARIDWAR-DILLY.	CANAL-BURDWAI (1st & 2nd GAUGE LINE).	ATANK-ALAH-PYABAD.	NORTH WESTERN.			
Classification Number.		5 (a)	6 (a)	6 (b)	6 (c)	6 (d)	7 (a)			
Gauge.		5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"			
Items.	Length of railway and main items of expenditure.	Open line.	Open line.	Open line.	Open line.	Under construction.	Military section.	Commercial section.	Total.	Under construction.
LENGTH OF LINE.										
(a)	Single track . . . Mls.	6.16	1,037.53	32.04	79.60	91.17	1,047.88	1,136.83	2,076.63	51.40
(b)	Double " . . . "	1.49	...	...	...	...	60.36	110.13	170.49	...
(c)	TOTAL MILEAGE " . . . "	7.65	1,037.53	32.04	79.60	91.17	1,108.24	1,246.96	2,077.12	51.40
Outlay—										
1	Purchase of line . . . Rs.	...	10,23,60,490	...	...	...	...	...	14,00,11,214	...
2	Overdrawn Capital " . . . "	...	...	...	...	...	...	...	25,75,470	...
3	Expenditure incurred since purchase. " . . . "	...	3,32,15,901	...	...	...	...	...	1,77,77,706	...
4	TOTAL outlay on railway to end of 1911—									
	Sum of 1 to 3 " . . . }	97,54,675	12,70,06,389	4,12,301	25,11,048	50,810	15,91,57,510	17,15,82,000	51,07,39,510	12,224
	" XIX and XX " . . . }									
I	Preliminary expenses " . . . "	10,553	12,89,281	97,388	31,720	50,101	12,53,533	29,84,310	42,41,843	12,174
II	Land " . . . "	11,06,768	9,15,807	...	91,211	...	10,25,046	21,71,557	34,23,944	...
III	Formation " . . . "	6,14,053	4,47,221	6,19,447	1,17,439	...	3,12,42,131	2,78,58,652	6,71,01,041	...
IV	Bridge work " . . . "	4,40,013	3,23,03,057	...	1,01,770	...	1,54,51,170	7,04,15,144	11,14,21,214	...
V	Fencing " . . . "	34,111	2,05,544	5,48,13	2,51,371	...	1,70,177	72,76,441	79,35,637	...
VI	Electric telegraph " . . . "	...	4,1,129	...	...	...	1,1,101	7,1,111	1,1,1,702	...
VII	Ballast and permanent way " . . . "	1,31,5,842	2,11,11,093	4,84,107	12,16,115	...	4,51,11,007	11,42,18,000	13,12,29,508	...
VIII	Stations and buildings " . . . "	6,1,111	1,31,40,243	2,01,114	4,01,143	...	1,05,27,150	3,01,12,452	4,66,40,302	...
IX	Colliery work " . . . "	...	...	...	...	...	...	...	...	...
X	Plant " . . . "	...	26,18,721	24,112	4,760	...	22,12,571	7,21,1,044	1,00,61,406	...
XI	Rolling-stock " . . . "	21,51,036	1,71,14,140	...	...	...	1,13,1,108	5,44,30,749	6,57,1,047	...
XII	General charges " . . . "	94,113	9,47,714	2,57,896	1,02,000	...	74,64,005	2,45,19,103	3,19,83,787	50
XIII	Exchange " . . . "	...	...	...	...	...	40,79,500	4,13,850	87,18,416	...
XIV	TOTAL OF I to XIII " . . . "	97,51,675	12,70,06,389	27,11,363	25,11,048	50,810	15,83,33,422	13,35,38,160	41,24,31,582	12,224
XV	Interest, &c. " . . . "	...	...	...	...	...	2,64,088	4,34,975	6,99,063	...
XVI	Surveys " . . . "	...	27,01,691	...	...	...	...	1,23,62,075	1,23,62,075	...
XVII	Sundries " . . . "	...	1,05,7105	1,00,015	...	...	...	50,95,080	5,125,088	...
XVIII	TOTAL items XV to XVII " . . . "	...	25,04,496	1,00,038	...	...	2,64,088	1,87,92,135	1,99,56,226	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) " . . . "	97,54,678	12,70,06,389	28,12,301	25,11,048	50,810	15,91,57,510	15,23,30,298	51,14,87,808	12,224
XX	Amount paid in premia, &c. " . . . "	...	1,01,01,338	...	...	...	...	1,62,51,708	1,62,51,708	...

NOTE.—The total outlay borne against the capital account of each

## DIX 11—continued.

Appendix II.  
Capital outlay.

1901 distributed over main heads of expenditure.

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STATE RAILWAY.						GREAT INDIAN PENINSULA (SEE NEXT PAGE FOR REST OF SYSTEM)		Items.
SOUTHERN PUNJAB.	RAJPUB- BHATINDA.	JAMMU AND KASHMIR (NATIVE STATE RAILWAY).	LUDHIANA- JHUMRI- JALHAL.	NOWSHERA- DEOGAL.	KHUSHALGARH- KOHAT- THAL.	GREAT INDIAN PENINSULA.	KHANGAIYON	
7 (b)	7 (c)	7 (d)	7 (e)	7 (f)	7 (g)	8 (a)	8 (b)	
5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	
Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	
423'93	107'05	15'91	78'61	40'25	92'20	1,088'34	7'89	(a)
..	..	..	..	..	..	461'93	..	(b)
423'93	107'05	15'91	78'61	40'25	92'20	1,545'27	7'89	(c)
..	..	..	..	..	..	40,78,15,671	..	1
..	..	..	..	..	..	25,51,999	..	2
..	..	..	..	..	..	1,94,11,067	..	3
{ ..	..	..	..	..	..	..	..	4
2,25,50,128	67,10,823	9,60,636	43,10,407	17,77,836	1,87,007	30,64,49,134	5,22,149	
12,34,166	5,422	23,934	5,321	30,817	15,831	10,47,178	369	I
..	46,414	..	..	11,017	140	1,55,049	1,115	II
11,06,984	2,75,955	11,955	2,28,711	6,9147	7,131	..	44,136	III
8,22,841	5,37,820	1,15,428	2,43,711	2,17,755	35,73	11,60,09,077	57,131	IV
1,16,493	2,04,172	2,176	1,01,800	10,271	..	..	7,360	V
..	..	171	..	..	..	18,28,728	..	VI
1,40,92,180	41,57,531	5,61,608	21,54,644	6,31,757	..	7,46,17,011	3,10,951	VII
24,28,133	10,77,784	1,31,585	4,38,471	1,01,350	1,251	7,07,21,077	53,602	VIII
..	..	..	..	..	..	..	..	IX
60,028	82,433	5,336	5,1947	1,13,071	12,110	4,58,40,200	3,434	X
..	..	..	..	4,92,431	..	..	11,661	XI
15,66,845	2,69,589	10,444	2,75,416	85,160	41,815	2,10,11,092	31,966	XII
..	..	..	..	..	..	8,14,132	..	XIII
2,15,6,540	67,10,823	9,60,636	43,10,271	17,77,836	1,86,541	30,64,49,134	5,22,149	XIV
..	..	..	..	15,928	..	..	..	XV
24,153	..	..	12,136	2,035	466	55,45,472	..	XVI
9,95,435	..	..	..	..	..	..	..	XVII
10,19,588	..	..	12,136	18,023	466	55,45,472	..	XVIII
2,25,88,123	67,10,823	9,60,636	43,10,407	17,77,836	1,87,007	30,64,49,134	5,22,149	XIX
..	..	..	..	..	..	12,24,41,611	..	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

P. T. O.

# Appendix II. Capital outlay.

## APPEN

### Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.

GREAT INDIAN PENINSULA RAILWAY—*contd.*

NAME OF RAILWAY.		AMRAOTI.	INDIAN MIDLAND	BINA-GODWA-BARAN.	BHOPAL-UJJAIN.	BHOPAL-HANSI.	GWALIOR LIGHT.	
Classification Number.		5 (c)	5 (d)	8 (e)	8 (f)	8 (g)	8 (h)	
Gauge.		5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	
Items.	Length of railway and main heads of expenditure.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.
LENGTH OF LINE.								
(a)	Single track . . . . Miles.	57.2	72.17	145.51	113.27	57.31	126.14	56.82
(b)	Double " . . . . "	...	...	...	...	...	...	...
(c)	TOTAL MILEAGE .	57.2	72.17	145.51	113.27	57.31	126.14	56.82
Outlay—								
1	Purchase of line . . . . Rs.	...	...	...	...	...	...	...
2	Overdrawn Capital . . . . "	...	...	...	...	...	...	...
3	Expenditure incurred since purchase . . . . "	...	...	...	...	...	...	...
4	TOTAL outlay on railway to end of year—							
	Sum of 1 to 3 . . . . Rs.	...	...	...	...	...	...	...
	" XIX and XX . . . . "	4,51,015	10,58,27,081	1,00,43,204	77,61,569	75,46,811	31,00,763	6,515
I	Preliminary expenses . . . . "	11,77.02	9,07,531	92,220	91,732	...	13,525	...
II	Land . . . . .	2,110	9,11,530	2,117	8,721	15,511	...	...
III	Formation . . . . .	20,177	1,00,01,277	1,00,12,405	1,00,7,915	15,304	5,07,231	332
IV	Bridge-work . . . . .	12,100	...	1,12,111	12,11,715	1,00,1,412	1,00,1,417	...
V	Building . . . . .	11,710	1,00,1,001	2,00,1,001	52,110	2,00,1,520	5,084	...
VI	Electric telegraph . . . . "	...	17,211	2,115	2,115	511	...	...
VII	Ballast and permanent-way . . . . "	2,41,992	3,31,412	47,012	35,27,201	15,1,607	14,1,610	10
VIII	Stations and buildings . . . . "	51,425	9,047	1,00,1,071	4,072	8,072	1,71,153	...
IX	Colony works . . . . .	...	...	...	...	...	...	...
X	Plant . . . . .	1,010	13,11,117	2,031	21,110	4,114	27,470	8
XI	Rolling-stock . . . . .	7,041	1,00,1,007	2,021	...	1,00,1	2,72,230	...
XII	General charges . . . . .	2,111	1,00,1,671	1,00,1,671	6,00,840	2,00,111	1,00,125	5,328
XIII	Ex charge . . . . .	...	52,110	...	...	...	...	...
XIV	TOTAL OF I TO XIII . . . .	4,51,111	10,58,27,081	1,00,43,204	77,61,569	75,46,811	31,00,763	5,748
XV	Form & ... . . . .	...	...	...	...	...	...	...
XVI	Salience . . . . .	1,504	22,11,111	...	...	...	3,20,404	767
XVII	Salience . . . . .	...	...	...	...	...	...	...
XVIII	TOTAL items XV to XVII . . . .	1,504	22,11,111	...	...	...	3,20,404	767
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . . .	...	10,58,27,081	1,00,43,204	77,61,569	75,46,811	31,00,763	6,515
XX	Amount paid in premia &c. . . .	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

## DIX II—continued.

\* 1901 distributed over main heads of expenditure.

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BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (SEE NEXT PAGE FOR REST OF SYSTEM).										
AGRA-DALHI CHORD.	BOMBAY, BARODA AND CENTRAL INDIA.	TAFTI VALLEY	NAODA-UJJAIN.	PATIL-CAMBAY (ANAND-TAPUR SECTION)	PATIL-CAMBAY (JABALPUR-CAMBAY SECTION)	GODHRA-RUTLAM-NAGDA.	RAJPUTANA-MALWA.	GARKWAR'S MEHRANA.		
	9 (a)	9 (b)	9 (c)	9 (d)	9 (e)	9 (f)	9 (g)	9 (h)		
5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	3' 1.5"	3' 31'		
Under construction †	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.	
121 16	258 34 202 50	155 48 ...	34 32 ...	21 50 .	10 10 ...	141 14 ..	1,647 10 1' 14	92 65 .	41 70 ...	(a) (b)
121 16	470 90	155 48	34 32	21 50	10 10	141 14	1,647 10	92 65	41 70	(c)
...	...	...	.	...	.	..	..	...	...	1
...	...	...	.	...	.	..	..	...	...	2
..	...	...	.	..	.	..	..	...	...	3
...	...	...	..	..	..	..	..	...	...	4
1,01,472	12,03,59,427	1,29,18,710	27,31,982	11,86,381	7,09,676	1,77,60,596	13,65,78,028	33,38,620	10,282	
45,73 4,9810 4,470	Data not available.	4,100 12	10,000	1,000	4,771	1,000 1	22,71,050	10,000	3,473	I
...		...	...	...	...	...	...	...	...	II
...		20,000 10	1,70,000	44,000	25,000	6,000 071	1,04,000	3,04,732	150	III
...		2,042,542	4,61,116	1,7,012	44,700	41,12,000	1,17,00,000	5,50,750	...	IV
..		10,000 17	14,551	1,000 1	14,041	2,00,000	1,17,00,000	02,000	...	V
...		1,200	603	.	...	4,000	..	...	...	VI
...		4,000 1007	13,000 000	7,000 000	4,000 000	4,000 000	1,00,000 000	1,00,000 000	...	VII
...		2,000 10	1,000 200	1,000 000	1,000 000	1,000 000	1,00,000 000	4,000 000	...	VIII
..		5,000 48	1,700	3,000	5,000	7,000	1,00,000 000	33,000	...	IX
...		..	...	...	...	...	2,00,000 000	21,000	...	XI
4,510		10 11,003	1,00,000	52,000	10,000	7,000 000	1,00,000 000	1,00,000 000	6,000	XII
...	...	..	...	...	...	...	1,00,000 000	..	...	XIII
1,01,472	11,500 000	1,29,18,710	27,31,982	11,86,381	7,09,676	1,77,60,596	13,65,78,028	33,38,620	10,282	XIV
...	...	...	...	...	...	...	...	...	...	XV
...	57,000 000	51,000	...	11,000	100	...	47,000 000	..	...	XVI
...	7,000 000	7,000 000	.	...	..	...	..	..	..	XVII
...	30,000 000	8,000 000	...	11,000	100	...	47,000 000	..	..	XVIII
1,01,472	12,03,59,427	1,29,18,710	27,31,982	11,86,381	7,09,676	1,77,60,596	13,65,78,028	33,38,620	10,282	XIX
...	...	...	...	...	..	...	...	..	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

\* Includes State outlay of Rs. 8,08,405 on the Patil branch.

† Commencement of work as a railway project not yet authorized.

P. T. O.



# Appendix II.

## Capital outlay.

APPEN

### Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		BOMBAY, BARODA AND CENTRAL INDIA RAILWAY— <i>concl.</i>					
NAME OF RAILWAY.		AHMEDABAD-PARANATH	PANAJI-DESAI	GARWAR'S DABHOI	RAJPIPLA	JAIPUR (JAIPUR-MALHOTRA)	VIJAYPUR-KALOL-KADI
Classification Number.		1 (1)	1 (2)	1 (3)	1 (4)	1 (5)	1 (6)
Gauge		1' 11"	1' 11"	2' 0"	2' 0"	3' 3 1/2"	3' 3 1/2"
Items	Length of railway and means of expenditure	Open line	Open line	Open line	Open line	Under construction	Under construction
LENGTH OF LINE							
(a)	Single track . . . . . Miles.	54.70	17.25	78.80	37.37	72.85	41.80
(b)	Double " . . . . . "	---	---	---	---	---	---
(c)	TOTAL MILEAGE	54.70	17.25	78.80	37.37	72.85	41.80
Outlay—							
1	Purchase of line . . . . . Rs.	---	---	---	---	---	---
2	Overdrawn Capital . . . . . "	---	---	---	---	---	---
3	Expenditure incurred since purchase . . . . . "	---	---	---	---	---	---
4	TOTAL outlay on railway to end of year—						
	Sum of 1 to 3 . . . . . Rs.	---	---	---	---	---	---
	" 1 to 3 and 4 . . . . . "	10,00,000	4,18,000	21,00,000	13,00,000	8,40,000	6,60,000
I	Preliminary expenses . . . . . "	61,000	1,000	20,000	14,000	1,000	6,000
II	Land . . . . . "	11,000	---	---	---	---	---
III	Formation . . . . . "	1,00,000	61,000	1,00,000	1,00,000	1,00,000	8,00,000
IV	Brickwork . . . . . "	---	50,000	---	---	---	70,000
V	Ironing . . . . . "	---	10,000	---	---	---	50,000
VI	Electric telegraph . . . . . "	1,000	---	---	---	---	---
VII	Ballast and permanent way . . . . . "	10,00,000	2,00,000	9,00,000	4,00,000	1,00,000	4,00,000
VIII	Station and building . . . . . "	1,00,000	50,000	1,00,000	50,000	1,00,000	60,000
IX	Colliery and . . . . . "	---	---	---	---	---	---
X	Plant . . . . . "	10,000	6,000	10,000	7,000	6,000	10,000
XI	Rolling stock . . . . . "	---	---	20,000	10,000	---	---
XII	General charges . . . . . "	1,00,000	10,000	1,00,000	60,000	50,000	40,000
XIII	Excess . . . . . "	---	---	---	---	---	---
XIV	TOTAL OF I TO XIII . . . . . "	10,00,000	4,18,000	21,00,000	13,00,000	8,40,000	6,60,000
XV	Fences, &c. . . . . "	---	---	---	---	---	---
XVI	Suspension . . . . . "	10,000	---	10,000	10,000	10,000	---
XVII	Sandbars . . . . . "	---	---	10,000	---	---	---
XVIII	TOTAL items XV to XVII . . . . . "	10,000	---	20,000	10,000	10,000	---
XIX	GRAND TOTAL expenditure in construction of railway (I to XVIII) . . . . .	10,00,000	4,18,000	21,00,000	13,00,000	8,40,000	6,60,000
XX	Amount paid in premium, etc. . . . .	---	---	---	---	---	---

NOTE.—The total outlay borne against the capital account of each

\* Excluding Rs. 10,000 on account of receipts on capital account.

## DIX II—continued.

Appendix II.  
Capital outlay.

1901, distributed over main heads of expenditure.

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NIZAM'S GUARANTEED STATE RAILWAY			MADRAS RAILWAY.						
NIZAM'S GUARANTEED STATE.	HYDRA- BADA L. DIVISION	HYDERABAD- GUDJALAT VALLEY.	MADRAS.	MADRAS (NORTH-EAST LINE).	KOTAK GOLD- FIELDS	NIJ GILL.	SHORANUR COCHIN.	Items.	
10 (a)	10 (b)	10 (c)	5 6"		11 (4)	11 (5)	11 (6)	11 (7)	
5' 6"	5' 6"		5 6"		5' 6"	5' 6"	3 1 1"	5' 36"	
Open line.	Open line	Open line.	Open line.	Under construc- tion.	Open line	Open line.	Open line	Under construction.	
310'13	20 3	301 42	820 7	31'00	407'22	9 18		64 81 (a)	
...	...	...	43 4	...	...	...		(b)	
330 11	20 14	311 42	8'3'17	31 00	407 22	9 6		64 81 (c)	
2,10,10,182	...	...	...	...	...	...	1,14,41		
1,1,1,24	...	...	...	...	...	...			
1,14,100,101	...	...	...	...	...	...			
1,1,1,1,1	11,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1,1	1,44,1 1	1,02,1,1,1,1,1	11,1,1,1,1	1,1,1,1,1,1	50,82,279	
1,1,1,220	1,1,1,1	4,1,1,1,1,1	1,1,1,1,1	6,1,1,1	1,1,1,1,1	1,1,1,1		50,21	
...	4,1,1,1,1	...	...	...	1,1,1,1,1,1	1,1,1,1,1		II	
15,17,1,1,1	1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	2,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	6,1,1,1,1	6,1,1,1,1,1 III	
1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	12,08,277 IV	
1,1,1,1,1,1	1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	2,1,1,1 V	
...	...	...	11,1,1,1,1	2,1,1	1,1,1,1	1,1,1,1		VI	
67,1,1,1,1	5,21,215	1,1,1,1,1	1,1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	4,1,1,1,1	12,01,034 VII	
20,1,1,1,1	7,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	2,1,1,1,1,1	4,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1	1,1,1,1,1 VIII	
...	...	...	...	...	...	...	...	IX	
4,1,1,1,1,1	7,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	2,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1	1,1,1,1,1	1,1,1,1,1 X	
47,1,1,1,1	1,1,1,1,1	2,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1 XI	
11,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1	1,1,1,1,1,1,1	4,1,1,1,1,1	3,1,1,1,1,1	...	...	2,1,1,1,1,1 XII	
...	...	...	...	...	...	...	...	XIII	
1,84,17,010	11,11,107	2,01,82,214	1,2,1,7,7,5,12	5,10,1,1,1	5,1,1,1,1,1,10	10,1,1,1,1,1	27,18,143	1,1,44,171 XIV	
...	...	...	...	2,1,1,1,1	4,1,1,1,1,1	...	...	7,1,1,1,1 XV	
1,81,145	...	1,1,1,1,1,1	1,1,1,1,1,1,1	1,1,1,1,1,1,1	2,1,1,1,1,1	2,1,1,1,1	...	11,1,1,1,1 XVI	
...	...	1,1,1,1,1,1,1	...	...	...	...	1,1,1,1,1	XVII	
1,81,145	...	4,1,1,1,1,1	1,1,1,1,1,1,1	1,1,1,1,1,1,1	1,1,1,1,1,1	2,1,1,1,1	3,1,1,1,1,1	12,1,1,1,1 XVIII	
1,1,1,1,1,1,1	11,1,1,1,1	2,1,1,1,1,1,1	12,1,1,1,1,1,1	1,1,1,1,1,1,1	6,1,1,1,1,1,1	11,1,1,1,1	3,1,1,1,1,1	5,1,1,1,1,1 XIX	
2,1,1,1,1,1,1	...	...	...	...	...	...	1,1,1,1,1,1,1	...	XX

railway, i.e. for lines open and lines under construction, is shown in Appendix 7.

# Appendix II.

## Capital outlay.

# APPEN

## Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED		BENGAL DOUARS.		DIBRU-SADIYA RAILWAY		ASSAM-BENGAL		NOAKHALI (BENGAL)	DHOOGUR.
NAME OF RAILWAY.		12 (a) and (b)		13 (a)	13 (b)	14 (a)		14 (b)	15 (a)
Classification Number.									
Gauge.		3' 3½'		3' 3½"	3' 3½'	3' 3½"		3' 3½"	3' 3½"
Items.	Length of railway and main heads of expenditure.	Open line	Under construction.	Open line.	Open line	Open line	Under construction.	Under construction	Open line
LENGTH OF LINE.									
(a)	Single track . . . Mile.	110 70	42 26	77 50	11 00	58 21	151 31	31 95	4 79
(b)	Double " . . . "	"	"	"	"	"	3 41	"	"
(c)	TOTAL MILEAGE.	110 70	42 26	77 50	11 00	58 21	155 24	31 95	4 79
Outlay—									
1	Purchase of line . . . Rs	"	"	"	"	"	"	"	"
2	Overdrawn Capital . . . "	"	"	"	"	"	"	"	"
3	Expenditure incurred since purchase . . . "	"	"	"	"	"	"	31 303	"
4	TOTAL outlay on railway to end of 1901—								
	Sum of 1 to 3 . . . Rs	"	"	"	"	"	"	"	"
	" XIX and XX . . . "	1,80,000	2,00,000	82,00,000	10,00,000	7,17,00,000	3,20,00,000	31 303	2,00,000
I	Preliminary expenses . . . "	3 07 612	1,00,000	1,00,000	Details not available	14,00,000	9,00,000	"	Details not available.
II	Land . . . "	"	"	2,00,000		31,00,000	1,00,000	"	
III	Formation . . . "	7,25,000	1,00,000	"		1,77,00,000	2,00,00,000	"	
IV	Bridgework . . . "	1,40,000	7,00,000	"		1,00,00,000	3,00,00,000	"	
V	Gravelling . . . "	15,00,000	1,00,000	"		12,00,00,000	2,00,00,000	"	
VI	Electric telegraph . . . "	"	"	"		"	"	"	
VII	Ballast and permanent-way . . . "	16,00,000	3,00,000	10,00,000		1,00,00,000	2,00,00,000	"	
VIII	Stations and buildings . . . "	1,00,000	1,00,000	1,00,000		5,00,00,000	1,00,00,000	"	
IX	Colliery walls . . . "	"	"	"		"	"	"	
X	Plant . . . "	7,00,000	1,00,000	1,00,000		13,00,00,000	3,00,00,000	"	
XI	Rolling-stock . . . "	5,00,000	3,00,000	10,00,000		4,00,00,000	10,00,00,000	"	
XII	General charges . . . "	4,00,000	3,00,000	17,00,000		6,00,00,000	2,00,00,000	"	
XIII	Exchange . . . "	"	"	"		"	"	"	
XIV	TOTAL OF I TO XIII . . . "	47,00,000	20,00,000	70,00,000	10,00,000	6,00,00,000	3,00,00,000	31,000	2,00,000
XV	Reserve . . . "	1,00,000	"	1,00,000	"	1,00,000	"	"	"
XVI	Suspense . . . "	"	1,00,000	1,00,000	"	1,00,000	1,00,000	"	10,000
XVII	Surplus . . . "	1,00,000	1,00,000	1,00,000	"	"	"	"	"
XVIII	TOTAL items XV to XVII . . . "	1,00,000	2,00,000	2,00,000	"	1,00,000	2,00,000	"	10,000
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . "	48,00,000	22,00,000	72,00,000	10,00,000	7,00,00,000	3,20,00,000	31,303	2,10,000
XX	Amount paid in premia, &c . . . "	"	"	"	"	"	"	"	"

NOTE.—The total outlay borne against the capital account of each

1901 distributed over main heads of expenditure.

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BENGAL AND NORTH-WESTERN RAILWAY.					ROHILKUND AND KUMAON RAILWAY.					Items.
BENGAL AND NORTH-WESTERN.		TIRHOOT.		SAGALTA-KARAIL.	ROHILKUND AND KUMAON.		LUCKNOW-BAREILLY.		POWATAN LIGHT.	
16 (a)		16 (b)		16 (c)	17 (a)		17 (l)		17 (c)	
3' 31"		3' 31"		3' 31"	3' 31"		3' 31"		3' 31"	
Open line.	Under construction.	Open line.	Under construction.	Open line.	Open line.	Under construction.	Open line.	Under construction.	Open line.	
743'00	67'00	519'10	30'47	18'01	51'02	...	231'17	5'06	31'71	(a)
...	...	...	...	...	...	...	...	...	...	(b)
743'00	67'00	519'10	30'47	18'01	51'02	...	231'17	5'06	31'71	(c)
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	4
5,23,85,637	27,06,193	4,30,41,288	31,30,005	10,67,014	22,02,084	7,339	1,01,80,275	2,965	8,41,035	I
5,25,52	1,37,212	2,17,128	...	50,158	1,01,690	7,111	1,02,700	...	...	5 II
...	...	26,14,175	4,262	...	2,27	...	2,81,721	...	...	III
36,17,974	3,447	35,74,417	...	81,76	1,01,270	...	2,82,117	...	10,101	IV
90,85,812	14,74,139	51,10,035	25,05,111	2,01,016	1,51,157	...	2,82,105	...	10,111	V
7,17,521	...	11,03,070	...	2,852	4,211	...	2,82,701	...	10,111	VI
27,491	...	21,210	...	...	...	...	...	...	...	VII
1,46,66,741	11,311	1,16,2,017	4,657	3,54,171	8,08,108	...	2,82,731	2,841	61,111	VIII
54,21,760	12,527	4,17,038	0,110	7,041	1,73,011	...	2,82,731	...	5,77	IX
...	...	...	...	...	...	...	...	...	...	X
15,13,278	3,82,766	0,11,070	1,40,301	23,771	4,11,117	...	2,42,718	...	4,11	XI
81,08,122	...	80,17,121	...	...	4,70,751	...	21,75,004	...	1,17,111	XII
38,19,861	1,77,111	24,27,215	2,53,565	1,01,111	1,82,051	...	4,82,001	111	1,17	XIII
...	...	7,01,770	...	...	...	...	4,1150	...	...	XIV
4,76,26,521	2,12,011	4,10,74,205	70,09,019	5,73,771	21,07,811	7,111	1,01,11,814	2,111	2,21,402	XV
21,23,419	...	2,31,251	...	...	...	...	68,033	...	...	XVI
8,94,281	2,03,234	11,33,132	1,41,287	1,01,112	4,224	...	4,02,409	...	...	XVII
17,40,408	2,10,016	...	...	27,573	...	...	41,029	...	6,11,007	XVIII
47,57,116	4,73,250	19,07,061	1,41,287	0,1735	4,124	...	5,17,461	...	6,11,576	XIX
5,23,85,637	27,06,193	4,30,41,288	31,30,005	10,67,014	22,02,084	7,339	1,01,80,275	2,965	8,41,035	XX
...	...	...	...	...	...	...	...	...	...	

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

# Appendix II.

## Capital outlay.

# APPEN

## Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		JODHPUR-BIKANER RAILWAY.				BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY.				
NAME OF RAILWAY		JODHPUR SECTION.	BIKANER SECTION.		JODHPUR-BHAVNAGAR (BIKANER SECTION)	UDAIPUR-CHILOR.	BIHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR	JAMNAGAR.	JETASAR-RAJKOT	DHRAN-GADRA
Classification Number.		14 (a)	15 (f)		18 (c)	19 (a)	20 (a)	20 (b)	20 (c)	20 (d)
Gauge.		3'	3' 3 1/2'		3' 3 1/2"	3' 3"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"
Item.	Length of railway and main head of expenditure	Open line	Open line.	Under construction.	Open line.	Open line.	Open line	Open line.	Open line.	Open line.
LENGTH OF LINE										
(a)	Single track . . . Miles	454.04	157.15	50.00	121.98	67.30	333.84	54.24	46.23	20.83
(b)	Double " . . . " "	...	...	...	...	...	...	...	...	...
(c)	TOTAL MILEAGE . . .	454.04	157.15	50.00	121.98	67.30	333.84	54.24	46.23	20.83
Outlay .										
1	Purchase of line . . .	...	...	...	...	...	...	...	...	...
2	Overhead Capital . . .	...	...	...	...	...	...	...	...	...
3	Expenditure incurred since purchase . . .	...	...	...	...	...	...	...	...	...
4	Total outlay on railway to end of 1901—	...	...	...	...	...	...	...	...	...
	Sum of 1 to 3 . . .	...	...	...	...	...	...	...	...	...
	„ „ „ „ „ „ „ „	1,17,24,26	2,01,01	20,90,454	33,1,781	20,61,538	1,30,90,671	21,03,969	15,74,033	5,86,100
I	Preliminary expenses . . .	...	...	...	...	...	...	...	...	...
II	Land . . . . .	...	...	...	...	...	...	...	...	...
III	Construction . . . . .	...	...	...	...	...	...	...	...	...
IV	Buildings . . . . .	...	...	...	...	...	...	...	...	...
V	Tools . . . . .	...	...	...	...	...	...	...	...	...
VI	Electric telegraph . . .	...	...	...	...	...	...	...	...	...
VII	Ballast and permanent way . . . . .	...	...	...	...	...	...	...	...	...
VIII	Station and buildings . .	...	...	...	...	...	...	...	...	...
IX	Colliery works . . . . .	...	...	...	...	...	...	...	...	...
X	Plant . . . . .	...	...	...	...	...	...	...	...	...
XI	Rolling stock . . . . .	...	...	...	...	...	...	...	...	...
XII	General charges . . . . .	...	...	...	...	...	...	...	...	...
XIII	Exchange . . . . .	...	...	...	...	...	...	...	...	...
XIV	TOTAL OF I to XIII . . .	1,16,40,400	2,01,01	20,77,000	32,90,119	20,1,535	1,27,21,000	21,1,000	15,74,033	5,86,100
XV	Interest, &c. . . . .	...	...	...	...	...	...	...	...	...
XVI	Suspense . . . . .	76,406	...	11,13,152	5,0012	...	1,7,5,993	10,000	...	...
XVII	Sundries . . . . .	...	...	...	...	...	...	...	...	...
XVIII	TOTAL items XV to XVII .	2,1,1,8	...	11,13,152	50,722	...	1,75,590	10,000	...	...
XIX	GRAND TOTAL expenditure on construction of railway (XIV + XVIII) . .	1,17,24,26	2,01,01	20,90,454	33,1,781	20,61,538	1,30,90,671	21,03,969	15,74,033	5,86,100
XX	Amount paid in previous &c . . . . .	...	...	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

\* Represents expenditure to 30th June 1901, as the statement of capital outlay during

## DIX II—continued.

Appendix 11.  
Capital outlay.

1901 distributed over main heads of expenditure.

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SOUTHERN MAHARASHTRA RAILWAY								Items.
SOUTHERN MAHARASHTRA.	MYSORE SECTION.	GENTAPAL-MYSORE FRONTIER.	HINDUPUR (YELVAMPUR-MYSORE FRONTIER).	THURUR-SHIMOGA.	KOLHAPUR.	MYSORE-NARAYANGUD.	WEST OF INDIA POLICE QUARTERS.	
21 (a).	21 (b).	21 (c).	21 (d).	21 (e).	21 (f).	21 (g).	22 (a).	
3' 14"	3' 14"	3' 36"	3' 36"	3' 36"	3' 36"	3' 36"	3' 36"	
Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
1,042 04	298 71	119 70	1 51 15	37 12	29 27	15 06	51 11	(a)
...	...	...	...	...	...	...	...	(b)
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	(c)
...	...	...	...	...	...	...	...	I
...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	4
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	I
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	II
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	III
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	IV
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	V
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	VI
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	VII
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	VIII
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	IX
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	X
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XI
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XII
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XIII
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XIV
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XV
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XVI
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XVII
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XVIII
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XIX
1,042 01	298 71	119 70	51 31	37 12	29 27	15 14	51 11	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7  
the 2nd half of 1901 was not received from the Kolhapur Darbar at the time of closing the accounts.

† Represents outlay on Harbour works.

P. T. O.

# Appendix II.

## Capital outlay.

## APPEN

## Capital outlay on each railway to the close of the year 1901

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		SOUTH INDIAN RAILWAY.							BURMA.	
NAME OF RAILWAY.		SOUTH INDIAN.		TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET).		KARAIKAL-PILALAM	PONDICHERRY.	THE SOUTH-INDIAN RAILWAY (INDIAN PRINCE OF WALES SECTION).		
Classification Number.		21 (a).		23 (b).		23 (c).	23 (d).	23 (e).	24 (a).	
Gauge.		3' 6".		3' 3 1/2'.		3' 3 1/2'.	3' 3 1/2'.	3' 3 1/2".	3' 3 1/2".	
Item.	Length of railway and main heads of expenditure.	Open line	Under construction	Open line.	Under construction	Open line	Open line	Under construction	Open line.	Under construction.
LENGTH OF LINE										
(a)	Single track . . . Mile	1,033 1/2	150 1/2	54 06	44 1/2	14 6 1/2	7 85	57 9 1/2	1,165 7/8	164 7/8
(f)	Double „ . . . „	...	...	...	...	...	...	...	12 00	...
(c)	TOTAL MILEAGE . . .	1,033 1/2	150 1/2	54 06	44 1/2	14 6 1/2	7 85	57 9 1/2	1,177 7/8	164 7/8
Outlay—										
1	Purchase of line . . . Rs.	1,029,255.0	...	...	...	...	...	...	7,63,12,324	...
2	Overdrawn Capital . . . „	...	...	...	...	...	...	...	93,76,918	...
3	Expenditure incurred since purchase . . . „	2,18,31,8,0	63,54,037	...	...	...	...	...	2,23,84,055	1,12,48,211
4	TOTAL outlay on railway to end of 1901—									
	Sum of 1 to 3 . . . „	8,27,57,44 1/2	63,54,037	25,31,30	6,11,275	7,23,766	5,08,543	30,30,022	10,66,74,197	1,12,48,211
	„ XIX and XX . . . „									
I	Preliminary expenses . . .	10,11,50	1,68,144	16,171	18,120	4,250	Discontinued.	1,18,176	21,65,763	3,03,027
II	Land . . . . .	5,57,772	7,11,372	1,75,521	1,07,014	...		611	15,39,551	2,89,260
III	Formation . . . . .	5,20,110	4,11,272	2,43,013	36,130	52,400		19,20,016	1,04,07,276	26,41,507
IV	Bridge-work . . . . .	1,44,20,170	7,16,167	...	64,293	72,427		4,69,110	1,72,27,580	10,10,710
V	Fencing . . . . .	11,22,706	58,470	20,611	2,813	29,223		12,111	66,94,160	22,000
VI	Electric telegraph . . . .	1,00,147	...	2,014	6	10		...	9,236	...
VII	Ballast and permanent-way „	1,5,00,000	12,77,574	7,00,725	96,908	11,13,600		3,611	2,72,45,502	2,69,10,000
VIII	Stations and buildings „	6,00,000	95,743	1,24,034	12,730	1,01,500		10,413	9,15,400	2,46,360
IX	Cultery works . . . . .	...	...	...	...	...		...	...	...
X	Plant . . . . .	1,11,162	23,392	14,621	1,760	1,111		15,113	1,00,000	1,28,300
XI	Rolling-stock . . . . .	1,11,44,140	...	...	...	...		...	1,47,20,312	6,12,311
XII	General charges . . . . .	7,11,111	6,40,659	2,72,121	7,207	1,21,537		4,12,501	1,11,31,700	10,37,166
XIII	Exchange . . . . .	2,12,710	...	...	...	...		...	12,10,610	...
XIV	TOTAL OF I to XIII . . .	7,10,40,774	41,52,062	15,51,230	4,11,224	7,24,370	5,08,543	3,03,022	10,66,74,197	1,12,48,211
XV	Ferries . . . . .	...	...	...	...	...	...	...	7,00,400	1,10,000
XVI	Suspense . . . . .	25,05,515	21,00,641	...	2,40,641	...	...	3,00,000	30,14,733	14,00,000
XVII	Sundries . . . . .	11,18,250	1,11,000	...	1,000	500	...	3,000	...	...
XVIII	TOTAL items XV to XVII „	36,81,770	21,72,275	...	2,48,551	500	...	47,500	37,21,109	15,30,000
XIX	GRAND TOTAL expenditure on construction of railway (XIV + XVIII) . . . . .	7,60,28,544	63,24,337	15,51,230	6,66,275	7,23,766	5,08,543	30,30,022	10,66,74,197	1,12,48,211
XX	Amount paid in premia, &c. „	67,26,680	...	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

## DIX 11—concluded.

distributed over main heads of expenditure.

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MORVI.	PARSI LIGHT.	TANAKES- WAR- MAGRA.	RAWAGHAT- KRISH- NAGAR.	TEPPUR- BALIPARA.	DARYFFLING- HIMALAYAN.	HOWRAH- ANTI.	HOWRAH- SEHA- KHALA.	JORHAT.	Items.
25 (a).	26 (a).	27 (a).	28 (a).	29 (a).	30 (a).	31 (a).	32 (a).	33 (a).	
2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	
Open line.	Under construction	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
94'35	...	21'59	31'12	20'25	20'10	51'00	20'09	19'75	40'25 (a)
...	...	...	...	...	...	...	...	...	(b)
94'35	...	21'59	31'12	20'25	20'10	51'00	20'09	19'75	40'25 (c)
...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	4
25,16,051	2,43,401	12,99,551	9,72,175	7,51,157	4,87,240	34,78,411	11,97,697	6,09,446	9,01,018
19,134	5,072	1,51,200	207	...	1,970	7,20,000	...	...	568 I
1,671	1	12,151	9,007	121	10,051	31	5,043	10,067	6,131 II
1,99,377	1,8,020	20,020	1,000	...	...	1,00,000	...	...	81,450 III
...	18,240	71,000	1,15,000	...	...	...	...	...	6,245 IV
...	1,00	13,060	5,000	...	51,250	...	...	...	100 V
...	...	...	50	...	...	...	...	...	...
11,24,314	5,080	3,04,740	4,00,770	5,20,000	1,60,000	7,11,200	5,00,000	3,00,270	1,33,702 VII
63,310	...	1,41,170	3,030	4,000	...	5,00,000	6,277	3,00,000	1,00,000 VIII
...	...	...	...	...	...	...	...	...	100 IX
14,605	4,018	1,00,000	10,000	3,000	1,000	7,000	24,000	4,000	5,000 X
4,19,704	...	4,54,000	1,57,355	1,14,000	1,00,000	5,00,000	3,00,000	1,00,000	1,00,000 XI
1,02,847	2,000	1,01,000	...	...	4,00,000	4,00,000	...	...	4,00,000 XII
...	...	...	...	...	...	...	...	...	...
24,43,069	2,43,401	12,99,551	9,72,175	7,51,157	4,87,240	34,78,411	11,97,697	6,09,446	9,01,018 XIII
...	...	...	...	...	...	...	...	...	...
72,083	...	...	17,026	...	...	1,07,151	...	...	36,051 XIV
...	...	...	...	...	...	...	...	...	...
25,16,051	2,43,401	12,99,551	9,72,175	7,51,157	4,87,240	34,78,411	11,97,697	6,09,446	9,01,018 XIX
...	...	...	...	...	...	...	...	...	...

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.





**APPENDICES**  
**of**  
**STATISTICS.**

# Appendix 12. General results.

## APPEN

### General results Indian Railways (Referred to in paragraphs

GENERAL RESULTS					
Calendar year.	Total mileage open on 31st December	Total Capital outlay in thousands of rupees.	Gross Earnings in thousands of rupees.	TOTAL WORKING EXPENSES.	
				Amount in thousands of rupees.	Proportion per cent. to gross earnings.
1	2	3	4	5	6
1897 . .	21,123	2,82,12.04	25,61,11	12,47,73	48.74
1898 . .	22,048	2,92,81.13	27,45.59	13,01,91	47.42
1899 . .	23,528	3,09,21.92	29,41.25	13,96,22	47.47
1900 . .	24,760	3,30,27.14	31,59,65	15,12,91	47.88
1901 . .	25,373	3,40,15.08	33,65.79	15,75,64	46.81

GROSS EARNINGS IN THOUSANDS										
Calendar year.	COACHING TRAFFIC.							GOODS		
	1st Class	2nd Class.	Intermediate Class.	3rd Class.	Season and vendors' tickets.	Other Coaching Traffic.	Total Coaching Traffic (sum of 17 to 22).	Total Goods Traffic (sum of 24 to 26)	General Merchandise	Coal and coke for the public and foreign railways
16	17	18	19	20	21	22	23	24	25	26
1897 . .	29,27	43,91	49,59	6,32.81	6.50	1,83.17	8,46.09	15,64.89	13,14.54	1,47.51
1898 . .	31,24	45,28	49,19	6,25.51	7.15	1,10.29	8,94.49	17,88.62	14,68.25	1,74.71
1899 . .	31,52	46,97	52,08	6,70.61	8.01	1,13.19	9,22.88	19,23.15	16,09.45	1,81.49
1900 . .	31,83	47.07	56,03	7,11.11	8.47	1,31.37	10,26.44	20,41,90	16,92.15	2,11.83
1901 . .	32.78	52.13	64.10	8,48.25	9.12	1,74.71	11,41.88	21,27.15	17,16.49	2,35.09

*Number of passengers and quantity of goods carried, the average distance*

PASSENGERS CARRIED IN THOUSANDS THE AVERAGE DISTANCE CARRIED AND

Calendar year.	Total mile age open on 31st December.	1ST CLASS.			2ND CLASS.			INTERMEDIATE CLASS.			3RD CLASS.		
		No.	Average distance carried	Average rate charged in pies	No.	Average distance carried	Average rate charged	No.	Average distance carried	Average rate charged in pies	No.	Average distance carried.	Average rate charged in pies.
			5				9				12	13	14
1897	21,123		75.51	12.28	2,21.12	51.25	4.67	4,20.05	61.64	3.10	132,215	38.48	2.27
1898	22,048		74.67	12.40	2,22.13	48.22	4.93	5,07.3	58.51	3.13	131,512	37.58	2.29
1899	23,528		71.78	12.59	2,35.12	43.90	5.32	5,23.1	61.56	3.07	140,321	37.58	2.30
1900	24,760	5.71	74.65	12.5		44.01	5.49	5,77.3	58.03	3.11	153,954	39.16	2.31
1901	25,373	532	99.11	1.75	2,40.5	70.22	5.49	6,17.0	59.04	3.09	170,416	41.27	2.31

\* Excludes railways wholly

† This column represents the percentage of net earnings on capital outlay, but does not include season and vendors' tickets from 1897 to 1900.

\*\* Included in the several classes up to 1900.

†† Includes miscellaneous train-mileage.

‡ "Other expenses" include Steam-boat, Contribution to Provident Fund

## DIX 12.

Appendix 12.  
General results.

of working

treated as one System.

23, 27, 31, 39, 40, 47 and 51 of Report.)

## OF WORKING.

NET EARNINGS.		PER MILE WORKED (EXCLUDING STEAM-SHIPS)			PER TRAIN MILE (EXCLUDING STEAM-SHIPS)			Calendar year.
Amount in thousands of rupees.	Percentage on Capital outlay.†	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	
7	8							15
13,12,38	4.65	12,402	6,027	6,375	3.66	1.78	1.68	1897
14,43,60	4.93	12,721	6,018	6,703	3.82	1.81	2.01	1898
15,45,03	5.00	12,846	6,067	6,779	3.79	1.80	1.99	1899
16,46,74	4.99	13,025	6,217	6,808	3.73	1.78	1.95	1900
17,90,15	5.20	13,253	6,190	7,063		1.77	2.03	1901

## OF RUPEES.

## WORKING EXPENSES IN THOUSANDS OF RUPEES.

TRAFFIC.											Calendar year.
Military Stores.	Stores, for health, etc., and material for const. in- f.	Miscella- neous.	Electric tele- graph	Steam- boat and sun- dries.	Engineer- ing	Locomo- tive.	Carriage and wagon.	Traffic.	General.	Other Expenses. ‡	
27	28	29	31	32	33			35	36	37	38
23.09	75.51	27.01	8.12	77.01	3,44.18	4,15.59	1,14.93	2,10.79	1,33.23	59.32	1897
21.19	81.38	23.00	7.9	52	3,14.00	4,30.03	1,23.66	2,20.88	1,36.65	66.74	1898
13.13	94.11	20.47	8.70	86.32	3,42.84	4,71.87	1,34.10	2,31.06	1,42.58	72.78	1899
13.78	92.27	30.67		84.38	3,62.14	5,27.20	1,38.81	2,51.14	1,47.65	86.07	1900
15.02	96.41	64.11	7.19	89.07	3,56.33	5,50.71	1,52.27	2,65.41	1,58.07	81.82	1901

carried and the average rate charged, and the train-mileage run by railways in India.

THE AVERAGE RATE CHARGED.					TRAIN-MILES RUN (IN THOUSANDS)				GOODS TRAFFIC.			Calendar year.
SEASON AND PER- CENTAGE OF TICKETS.			TOTAL NO. OF PAS- SINGERS CARRIED.		Coaching.	Goods.	Mixed.	Total train- mileage. (†).	Tonnage carried (in thousands).	Average distance carried	Average rate charged in pice	
No.	Average distance carried	Average rate charged in pice	No.	Average distance carried.								
15	16	17	18	19	20	21	22	23	24	25	26	27
10,777	00	00	150,584	39.22	16,301	24,215	20,670	61,186	33,946	141.29	6.36	1897
12,117	00	00	151,566	38.53	16,620	23,037	25,440	71,120	36,354	157.11	6.01	1898
13,228	00	00	161,720	38.48	17,079	30,612	26,879	77,207	40,592	151.92	5.99	1899
13,845	00	00	176,308	40.09	18,114	34,252	28,827	84,193	43,739	151.96	5.90	1900
14,726	863	1.41	194,749	40.42	19,701	34,274	31,561	85,536	44,142	159.99	5.78	1901

under construction, vide paragraph 14 of Report  
not represent the gain or loss to the State, for which information Appendix 7 should be consulted.

and Special and Miscellaneous expenditure.

# Appendix 13. Earnings by systems.

## APPEN

### Gross earnings in thousands of rupees

(Referred to in paragraphs

N B—A reference to Appendix 2 will furnish the key to

Gauge	L'6'																			
	L'6'																			
	1	2			3	4		5	6	7			8			9			10	
Class No.	E. B. SYSTEM				B. C.	B. N. SYSTEM	P. C.	P. L. †	O. & R.	NORTH WESTERN SYSTEM			G. L. P. SYSTEM			B. B. & C. I. SYSTEM			NIZAMUL STATE SYSTEM	
Calendar year.	E. I.	S' G' gauge.	Other gauge.	Total						Com. section	Mul. section	Total	G. I. P. (a) to (c)	I. M. (d) to (h)	Total	B. B. & C. I. (i) to (j) to (k) to (l)	R. M. (m) to (n)	Total	Niz. & G. S. (o) to (p)	H. G. V. (q)
PASSENGER TRAFFIC.																				
1897	1,79,001	34,42	19,37	44,19	6,19	12,29	13,56	..	32,35	87,99	19,73	96,72	62,48	19,41	61,89	36,31	55,99	91,3	7,71	...
1898	1,64,009	25,44	20,18	45,62	6,11	12,01	13,18	..	36,80	97,18	11,01	1,08,19	61,61	20,18	71,82	31,11	57,59	89,00	7,22	...
1899	1,72,54	26,90	20,97	47,87	6,20	19,17	19,92	..	38,48	99,59	11,40	1,10,99	63,60	21,11	81,71	43,22	61,97	1,01,25	7,56	0
1900	1,84,09	27,02	25,19	52,21	6,50	20,16	21,06	..	42,81	1,06,21	11,97	1,18,11	67,01	21,55	89,56	48,25	58,71	1,07,02	7,89	3,30
1901	1,96,01	28,16	25,12	53,28	7,12	20,98	22,08	..	41,19	1,16,70	13,11	1,29,81	61,12	23,04	1,06,16	51,18	68,00	1,19,73	8,00	7,22
PARCELS AND LUGGAGE.																				
1897	15,01	2,50	1,81	4,39	16	1,20	46	..	2,11	13,91	1,00	15,90	11,96	2,56	11,52	6,15	6,99	12,54	80	...
1898	11,00	2,31	1,71	4,02	11	1,11	50	..	2,47	10,02	1,36	11,38	12,60	2,03	10,57	6,24	6,26	12,19	92	..
1899	15,31	2,55	1,91	4,76	14	1,32	60	..	2,61	14,78	1,20	15,98	14,11	3,01	17,12	6,93	7,62	11,55	91	1
1900	16,11	3,31	2,50	5,91	19	2,09	1,15	...	3,29	9,80	1,12	11,21	15,51	3,30	18,81	6,11	5,90	12,59	98	21
1901	18,10	3,70	2,90	6,60	22	3,25	...	...	3,58	11,21	1,15	12,61	11,89	3,09	17,92	6,90	6,00	12,71	104	40
GOODS TRAFFIC.																				
1897	4,13,21	77,21	31,85	99,06	1,86	12,13	11,35	3,00	12,65	1,81,28	1,00	2,00,06	2,02,91	3,11	2,12,08	97,14	1,00,21	2,27,70	2,0,21	...
1898	4,16,02	81,25	30,31	1,11,58	2,04	18,00	11,70	5,00	19,11	2,10,00	1,79	2,01,53	2,71,62	11,91	2,10,00	1,10,00	1,00,00	2,77,07	3,1,00	...
1899	4,17,29	80,11	30,63	1,17,03	1,98	18,64	11,10	5,00	19,00	2,10,00	1,00	2,10,00	2,10,00	1,10	2,10,00	1,10,00	1,10,00	2,10,00	3,1,00	...
1900	4,79,06	89,16	33,11	1,21,27	2,20	21,02	12,00	5,00	21,71	2,10,00	1,79	2,10,00	2,20,00	1,10	2,10,00	1,10,00	1,10,00	2,10,00	3,1,00	...
1901	4,91,21	97,07	33,17	1,21,25	2,20	21,02	12,00	5,00	21,71	2,10,00	1,79	2,10,00	2,10,00	1,10	2,10,00	1,10,00	1,10,00	2,10,00	3,1,00	...
POST AND TELEGRAPH.																				
1897	10	24	17	51	2	2	12	..	2	10	18	11	81	22	110	31	20	135	21	...
1898	10	19	11	40	2	17	11	..	27	11	11	98	70	22	92	17	77	12	10	...
1899	13	19	16	48	2	23	16	..	21	7	10	102	70	31	111	17	90	100	20	...
1900	10	19	10	39	2	20	10	...	20	11	10	10	72	1	100	10	10	100	10	...
1901	10	18	15	43	2	20	10	...	20	97	10	111	60	21	100	10	10	100	10	...
TOTAL GROSS EARNINGS.																				
1897	6,07,11	89,31	31,85	1,21,25	11,05	12,60	8,07	3,01	13,16	1,81,28	1,00	2,00,06	2,02,91	3,11	2,12,08	97,14	1,00,21	2,27,70	2,0,21	...
1898	6,17,15	86,81	30,31	1,17,03	10,25	18,79	7,05	5,00	19,11	2,10,00	1,79	2,01,53	2,71,62	11,91	2,10,00	1,10,00	1,00,00	2,77,07	3,1,00	...
1899	6,35,97	90,11	30,63	1,21,27	11,10	20,77	11,10	5,00	21,71	2,10,00	1,79	2,10,00	2,71,62	11,91	2,10,00	1,10,00	1,00,00	2,77,07	3,1,00	...
1900	7,08,18	96,16	33,11	1,21,27	12,00	21,02	12,00	5,00	21,71	2,10,00	1,79	2,10,00	2,71,62	11,91	2,10,00	1,10,00	1,00,00	2,77,07	3,1,00	...
1901	7,70,48	94,11	33,17	1,21,25	12,00	21,02	12,00	5,00	21,71	2,10,00	1,79	2,10,00	2,71,62	11,91	2,10,00	1,10,00	1,00,00	2,77,07	3,1,00	...
NET EARNINGS.																				
1897	1,21,71	17,2	11,20	28,42	1,90	20,70	8,79	1,10	20,77	1,50,00	1,00	1,50,00	1,50,00	1,00	1,50,00	1,00	1,50,00	1,50,00	1,00	...
1898	1,15,02	16,17	10,90	27,07	1,80	19,90	8,00	1,00	19,90	1,40,00	1,00	1,40,00	1,40,00	1,00	1,40,00	1,00	1,40,00	1,40,00	1,00	...
1899	1,37,30	16,90	11,11	29,01	1,92	20,91	8,10	1,10	20,91	1,50,00	1,00	1,50,00	1,50,00	1,00	1,50,00	1,00	1,50,00	1,50,00	1,00	...
1900	1,40,79	16,24	11,20	29,13	1,92	20,91	8,10	1,10	20,91	1,50,00	1,00	1,50,00	1,50,00	1,00	1,50,00	1,00	1,50,00	1,50,00	1,00	...
1901	1,72,87	16,37	11,17	29,54	1,92	20,91	8,10	1,10	20,91	1,50,00	1,00	1,50,00	1,50,00	1,00	1,50,00	1,00	1,50,00	1,50,00	1,00	...

† Open only for goods traffic.

‡ Excluding Pondicherry railway.

\* Include Pondicherry light railway, as the line

† Excluding Pondicherry railway.

\* Include Pondicherry light railway, as the line

† Excluding Pondicherry railway.

\* Include Pondicherry light railway, as the line

† Excluding Pondicherry railway.

\* Include Pondicherry light railway, as the line

† Excluding Pondicherry railway.

\* Include Pondicherry light railway, as the line

† Excluding Pondicherry railway.

## DIX 13.

Appendix 13.  
Earnings by systems.

of each Railway Administration.

23, 24, 25, 27, 31, and 17 of Report.)

the code letters used to express railway systems.

5' 6"		3' 3"												2' 6"					2' 0"				Gauge.		
11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class. No.		
MADRAS SYSTEM						R. K SYSTEM																			
Mol- ten (a) to (c)	Nil- luri (d)	B D	D. R.	A. R.	D. R. N. W.	R and K (a) & (b)	P L (c)	J. B.	G.	H. J.	G. P.	M	W. P.	S. I.	Ind- ma	M R W	B L	D P	R K L	T H	D. H.	H A.	H S.	Jan- dal	Calen- dar year.
PASSENGER TRAFFIC.																									
40,02		70	1.15	5,07	26	21,81	1,02	1,57	82	9,75	27,12	11	19,27	11,81	2,26	18	..	..	..	2,25	..	..	10	1907	
31,91	..	12	1.11	6,81	27	23,01	1,27	1,58	86	4,67	18,12	36	11,96	11,7	2,06	17	67	..	32	2,25	1,85	67	12	1908	
30,14	10	16	1.16	8,75	29	25,85	5,11	5,17	90	9,87	16,55	15	11,91	11,01	2,19	19	58	15	37	2,06	2,78	69	12	1909	
26,27	81	58	1,28	9,07	31	20,15	5,37	1,50	82	9,29	25,16	40	17,75	18,72	2,16	23	67	67	39	2,20	2,39	70	12	1900	
27,82	91	83	1,17	10,91	12	17,35	6,91	8,11	95	9,91	27,01	50	11,70	11,01	2,27	26	69	65	27	2,53	1,36	72	15	1901	
PARCELS AND LUGGAGE.																									
1,151	...	6	11	19	..	85	41	37	1	47	2,25	..	1,618	1,14	11	2	..	..	..	85	...	..	..	1907	
1,73	...	7	10	31	..	57	41	38	1	48	2,19	..	1,71	1,33	16	2	..	..	..	72	..	..	..	1908	
1,54	8	7	12	10	..	99	23	31	..	59	2,19	..	1,71	1,32	15	2	..	..	..	89	..	..	..	1909	
5,04	22	8	12	12	..	1,18	49	41	5	10	2,64	..	1,87	1,55	15	2	..	..	..	61	..	..	..	1900	
5,06	29	11	11	15	1	1,12	51	61	5	12	2,67	6	2,03	1,82	11	2	2	2	..	71	1	..	..	1901	
GOODS TRAFFIC.																									
65,06	..	227	6,10	1,21	1	2,25	5,11	1,56	51	9,71	61,75	11	10,01	11,76	1,56	85	..	..	..	1,13	...	..	85	1907	
67,32	196	1,67	6,56	..	2,19	7,28	..	61	51	10,01	18,85	1,11	10,01	11,71	1,53	109	6	..	..	1,32	5	1	85	1908	
69,06	35	2,01	7,12	6,47	1	11,11	99	11,62	1,09	11,09	51,21	3,15	11,09	1,00	1,67	1,32	6	1	52	1,27	11	1	85	1909	
60,27	61	2,19	7,70	6,72	1	10,06	8,50	12,61	1,50	12,50	50,50	1,77	9,71	6,06	1,11	97	9	2	50	1,01	15	5	71	1900	
97,23	1,10	1,41	8,11	8,50	..	17,11	9,08	12,51	1,17	7,90	1,55	1,91	17,71	62,71	1,01	1,58	11	1	1	1,71	21	6	67	1901	
ELECTRIC TELEGRAPH.																									
20	..	11	11	..	11	7	..	21	1	15	38	..	8,22	27	6	..	..	..	..	6	...	..	..	1907	
17	..	11	12	..	29	7	..	6	1	16	37	..	22	29	7	..	..	1	..	3	..	..	..	1908	
17	..	10	13	..	75	10	..	..	1	21	38	..	22	2	7	..	..	2	..	1	..	..	1	1909	
15	..	11	13	..	31	8	..	31	2	1	29	..	2	29	7	..	..	2	..	3	..	..	..	1900	
21	..	11	15	..	31	8	..	..	1	11	21	6	25	27	1	..	..	2	..	5	..	..	..	1901	
TOTAL GROSS EARNINGS *																									
117,38	..	2,86	8,70	9,91	30	20,91	12,53	12,11	1,21	21,11	91,08	1,80	91	1	50,76	1,67	1,08	..	..	7,11	..	..	96	1907	
1,00,09	..	2,99	8,87	1,08	12	61,76	11,96	..	1,09	1,11	20,91	71,79	2,21	7,65	19,91	3,75	1,30	71	..	7,55	1,90	76	96	1908	
1,07,73	81	2,73	9,22	10,09	41	77,51	17,35	..	1,51	2,11	22,11	7,55	3,72	87,90	18,26	1,20	1,25	69	16	95	7,15	2,01	73	96	1909
1,13,39	1,70	1,19	9,65	17,10	45	80,17	16,91	..	1,55	3,15	23,61	8,58	1,31	91,91	1,99,1	1,21	1,25	77	61	96	1,09	2,50	76	87	1900
1,62,73	2,41	1,57	9,91	21,31	18	97,21	17,57	67	2,138	2,22	18,96	8,112	1,6	9,05	26,1,18,85	3,75	1,25	81	60	81	7,88	2,61	79	81	1901
NET EARNINGS.																									
60,97	..	1,15	2,55	72	11	31,70	5,09	..	8,11	11	9,12	40,12	-1,0	11,21	8,52	2,11	22	..	..	3,11	..	..	11	1907	
55,51	..	1,15	2,87	51	7	26,67	7,21	..	5,09	62	8,28	21,39	1,10	39,78	17,88	1,61	23	21	..	20	3,18	7	21	20	1908
50,97	20	1,18	1,71	3,23	6	41,51	8,69	..	12,72	1,05	10,79	21,11	161	10,95	15,79	1,70	65	12	5	26	2,17	1,1	21	-6	1909
54,37	1,01	1,91	1,51	3,61	7	40,89	8,76	..	10,13	1,86	11,75	30,60	-1,0	15,29	18,95	1,70	12	21	10	26	3,62	1,2	27	-1	1900
79,08	1,79	2,15	4,85	1,56	19	53,87	9,68	20	9,01	91	8,10	21,97	-1	53,97	19,80	1,29	79	25	15	17	4,11	1,1	21	-4	1901

was opened from the 22nd April 1901 only.

information not available. \* Total one-time traffic. † Excluding Karakkal-Pondam and Pondam-Berry railways.

bus and other items not shown in details above

to the Madras railway from the 1st January 1901.

railways, see Appendix 7

train mile, see Appendices 22 and 23.

# Appendix 14. Number of Passengers.

APPEN

## Number of passengers carried by each railway, and average

(Referred to in paragraphs

GAUGE.		5' 6" GAUGE														
CLASS No.		1			2			3			4					
Railway.		EAST INDIAN.			EASTERN BENGAL STATE			BENGAL CENTRAL			BENGAL-NAGPUR SYSTEM.					
											BENGAL-NAGPUR (a)			RAIPUR-DHAMTARI, (b)		
Calendar year.		Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
1ST CLASS PASSENGERS.																
1897	.	61.2	130.74	15.2	45.2	55.41	11.1	2.4	43.02	9.05	6.4	74.37	11.87	...	...	...
1898	.	61.2	130.74	15.2	44.6	51.70	11.29	2.4	37.82	9.77	6.0	101.04	13.43	...	...	...
1899	.	66.4	120.1	15.03	47.2	50.01	12.20	2.8	39.1	12.04	6.6	11.11	13.44	...	...	...
1900	.	64.2	121.14	15.11	45.2	51.31	13.01	2.4	41.2	14.05	6.0	147.42	13.06	...	...	...
1901	.	64.2	130.27	14.94	42.4	52.00	13.5	1.9	44.27	14.55	11.4	135.10	15.07	1	34.45	17.00
2ND CLASS PASSENGERS.																
1897	.	174.8	124.53	6.2	119.4	49.78	6.13	24.1	37.84	4.84	11.2	81.17	5.65	...	...	...
1898	.	175.1	111.66	6.4	117.2	49.31	6.11	30.0	36.01	4.85	10.4	77.88	5.5	...	...	...
1899	.	184.9	111.14	6.74	112.0	47.92	6.25	24.0	39.01	6.10	21.9	70.51	5.70	...	...	...
1900	.	185.4	122.14	6.44	124.5	47.11	6.40	24.1	32.07	7.1	21.1	70.55	5.16	...	...	...
1901	.	107.5	134.40	6.11	120.8	52.11	6.40	19.5	30.35	7.1	38.2	140.78	6.17	1	34.60	7.16
INTERMEDIATE CLASS PASSENGERS.																
1897	.	1,144.1	54.47	3.12	846.1	31.41	3.01	84.1	31.00	3.14	10.5	47.31	2.85	...	...	...
1898	.	1,304.1	52.41	3.24	919.5	31.42	3.00	40.0	31.1	3.24	1.0	41.8	2.84	...	...	...
1899	.	1,111.4	52.2	3.1	910.7	31.07	3.01	48.5	34.10	3.10	27.4	52.87	2.81	...	...	...
1900	.	1,121.4	52.4	3.20	922.8	31.24	3.04	54.4	32.24	3.14	9.0	61.42	2.81	...	...	...
1901	.	1,214.8	57.67	3.11	991.5	31.51	3.04	61.1	37.05	3.47	11.7	67.44	3.21	1.3	33.18	3.00
3RD OR LOWEST CLASS PASSENGERS.																
1897	.	15,311.1	60.40	2.1	10,103.1	24.70	2.04	1,411.1	24.74	2.04	2,011.4	53.52	2.00	...	...	...
1898	.	16,401.2	60.40	2.1	11,140.0	24.70	2.04	1,404.1	24.11	2.04	2,111.4	49.15	1.99	...	...	...
1899	.	17,311.4	56.74	2.1	10,107.0	24.5	2.04	1,511.4	24.1	2.04	2,115.0	60.7	1.98	...	...	...
1900	.	18,217.8	57.00	2.1	10,117.1	24.14	2.04	1,510.0	22.41	3.08	3,103.4	71.68	2.11	...	...	...
1901	.	20,027.4	64.45	2.41	11,301.0	31.22	2.04	1,411.1	24.70	3.08	5,711.1	71.84	2.25	84.1	30.00	2.00
SEASON AND VENDORS' TICKETS.																
1897	.	1,107.2	...	...	717.1	9.21	2.75	107.1	...	...	64.1	...	...	...	...	...
1898	.	1,117.1	...	...	700.9	9.55	2.74	14.0	...	...	18.1	...	...	...	...	...
1899	.	1,111.1	...	...	847.4	9.51	2.74	141.5	...	...	64.7	...	...	...	...	...
1900	.	1,107.0	...	...	801.0	9.10	2.71	114.2	...	...	7.7	...	...	...	...	...
1901	.	1,444.0	11.3	...	1,311.1	10.10	2.71	104.2	5.68	3.05	90.2	8.86	1.80	...	...	...
TOTAL OF ALL CLASSES.																
1897	.	18,278.8	11.17	2.74	10,103.1	24.70	2.04	2,711.1	24.74	3.01	2,123.4	53.73	2.11	...	...	...
1898	.	19,304.1	60.79	2.73	11,140.0	24.70	2.04	1,711.0	24.11	3.03	2,111.4	49.15	2.12	...	...	...
1899	.	20,120.5	60.01	2.71	11,107.0	24.5	2.04	1,711.1	22.05	3.03	3,103.4	60.88	2.09	...	...	...
1900	.	21,217.8	60.07	2.71	12,117.1	24.14	2.04	1,711.1	22.41	3.11	3,103.4	72.02	2.20	...	...	...
1901	.	23,875.1	59.37	2.04	12,301.0	31.01	2.04	1,455.7	23.35	3.11	6,021.0	71.31	2.40	87.0	30.06	2.04
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.																
1897	.	...	0.72	...	1.12	...	...	1.45	...	...	1.49	...	...	...	...	...
1898	.	...	0.71	...	1.11	...	...	1.40	...	...	1.70	...	...	...	...	...
1899	.	...	0.71	...	1.41	...	...	1.43	...	...	1.00	...	...	...	...	...
1900	.	...	0.70	...	1.24	...	...	1.21	...	...	0.74	...	...	...	...	...
1901	.	...	0.76	...	0.77	...	...	1.05	...	...	1.06	...	...	...	1.38	...
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.																
1897	.	...	2.02	...	1.54	...	...	1.55	...	...	0.62	...	...	...	...	...
1898	.	...	2.00	...	1.50	...	...	1.54	...	...	0.36	...	...	...	...	...
1899	.	...	1.98	...	1.43	...	...	1.60	...	...	1.00	...	...	...	...	...
1900	.	...	1.96	...	1.43	...	...	1.68	...	...	0.46	...	...	...	...	...
1901	.	...	1.88	...	1.15	...	...	2.06	...	...	1.56	...	...	...	0.73	...

A B.—1. Except in the case of Eastern Bengal State railway, the average distance and average rate for season

2. Includes Calcutta Port Commissioners' railway which is open for goods traffic only.

\* Excludes Cochin Behar (5' 6" gauge) railway.

† Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of Report.)

5' 6" GAUGE—continued.

GAUGE.

CLASS.  
No.

GREAT INDIAN PENINSULA SYSTEM.

EAST COAST STATE.

ODISH AND RAJASTHAN  
STATE.NORTH WESTERN STATE.  
(a) to (f).GREAT INDIAN PENINSULA.  
(a) to (c) — — —INDIAN MIDLAND J  
(d) to (h).

Railway.

Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Calendar year.
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## 1ST CLASS PASSENGERS.

4.6	44'08	17 7 <sup>1</sup> / <sub>2</sub>	21.1	90 1 <sup>1</sup> / <sub>2</sub>	11 1 <sup>1</sup> / <sub>2</sub>	54.8	132 47	10'51	62.1	81 40	10'71	12.1	174'08	10 40	1897
4.6	53 3 <sup>1</sup> / <sub>2</sub>	17 1	21.5	91 7 <sup>1</sup> / <sub>2</sub>	11 1 <sup>1</sup> / <sub>2</sub>	54.3	51 2 <sup>1</sup> / <sub>2</sub>	10 42	61.6	87 30	10 72	11.1	177 83	10 41	1898
6.8	91'54	15 1	22.0	115'20	11 1 <sup>1</sup> / <sub>2</sub>	52.6	110 12	10'40	72.8	87'18	10'04	11.9	186 02	10 84	1899
7.2	130 1	15 2	24.1	87 1 <sup>1</sup> / <sub>2</sub>	11'54	49.2	135 1 <sup>1</sup> / <sub>2</sub>	10 72	67.1	89 2	10'06	11.2	171'05	10'41	1900
†	†	†	28.4	89 6 <sup>1</sup> / <sub>2</sub>	11'48	55.1	112 14	10 37	69.7	131'51	10 44	12.2	175'18	11 3	1901

## 2ND CLASS PASSENGERS.

15.	23 91	8 5 <sup>1</sup> / <sub>2</sub>	68.4	98'01	4'4	8.	122'14	4 12	321.4	53 67	3'72	43.5	161 84	4'15	1897
13.	29 21	6 5 <sup>1</sup> / <sub>2</sub>	72.1	63 12	4'13	98.1	157 52	3 7 <sup>1</sup> / <sub>2</sub>	341.1	45'74	3 72	45.8	160'89	4'37	1898
22.	46'51	7 4 <sup>1</sup> / <sub>2</sub>	61.6	89 46	5'0	73.1	106 3 <sup>1</sup> / <sub>2</sub>	4 11	314.7	41 53	4'14	41.1	156'46	4'56	1899
23.1	70 22	6'7 1	41.1	86 18	5'31	106 41	4 54	325.0	36 82	4'14	37.1	140'02	5 24	1900	
†	†	†	105.2	115'48	5 24	86.1	120 14	4 41	314.0	99 92	4'30	43.5	158'55	5 31	1901

## INTERMEDIATE CLASS PASSENGERS.

2.5	50'01	4 5 <sup>1</sup> / <sub>2</sub>	244.0	41'71	3 6 <sup>1</sup> / <sub>2</sub>	864.7	62 54	1 01	321.4	118 01	3 0	100.0	76 67	2'08	1897
8.0	51'04	4 4	31.1	41 6 <sup>1</sup> / <sub>2</sub>	3 8 <sup>1</sup> / <sub>2</sub>	700.1	67 72	1 01	321.1	110'71	3 00	35.1	77'03	2'07	1898
10.0	45 10	4'3	34.1	44'31	3'14	744.5	64 41	3 08	314.1	114 62	3 <sup>1</sup> / <sub>2</sub>	310.1	82 0	3 00	1899
15.5	90'9	4'4	37.1	45 15	3 17	910.1	61 32	3'01	411.1	106 37	3 <sup>1</sup> / <sub>2</sub>	992.4	83 37	2'17	1900
†	†	†	507.7	44 87	3 15	1218.8	55 07	3 01	553.3	101 64	3 00	312.3	83'71	2'07	1901

## 3RD OR LOWEST CLASS PASSENGERS.

2,853.0	34'35	2'02	4,715.71	44'43	2 50	13,512.	51'15	2'20	9,774.7	23 09	1'00	1,330.6	69'74	2'55	1897
2,153.1	31 1	2'31	3,454.0	43 57	2 51	15,101.1	50'52	2 20	11,105.0	28 00	1'00	1,411.1	62 21	2 51	1898
3,114.5	38'10	2 40	5,954.0	42'47	2 50	16,244.	44'04	2 20	10,120.1	24 32	1'01	1,150.5	100'14	2'14	1899
4,340 9	37 21	2 47	6,482.1	41 40	2'51	17,004.	50'06	2'20	11,715.2	28' 11	1'01	1,484.8	61'24	2'55	1900
†	†	†	11,715.2	41'09	2 47	15,722	49 50	2 47	13,510.1	39 57	2 10	2,100.0	63'41	2'55	1901

## SEASON AND VENDORS' TICKETS.

711.0	...	...	...	...	...	3,814.9	...	...	...	...	...	...	...	...	1897
59.6	...	...	...	...	...	4,111.6	...	...	...	...	...	...	...	...	1898
71.3	...	...	...	...	...	4,621.3	...	...	...	...	...	...	...	...	1899
72.0	...	...	...	...	...	5,111.1	...	...	...	...	...	...	...	...	1900
†	†	†	...	...	...	5,272.1	...	...	...	...	...	...	...	...	1901

## TOTAL OF ALL CLASSES.

2,147.1	34'35	2 11	5,070.1	45 70	2 48	14,110.1	53'04	2'44	14.4	36 41	2'37	1,748.0	74 23	2'87	1897
2,712.2	31'10	2 47	5,976.0	44 22	2 47	16,152.3	52 20	2 4	14,111.1	31'42	2'34	1,822.1	74 05	2'87	1898
3,715.8	30'02	2 41	6,192.7	41 22	2 47	17,547.0	45 32	2 44	16,144.	32 41	2'14	2,111.2	67'42	2'82	1899
4,451.4	31'75	2 40	6 114.0	41 37	2 71	18,111.7	51'09	2'41	17,000.0	31 72	2'31	2,221.1	66'11	2 84	1900
†	†	†	8,714.4	44 70	2 64	20,243.6	50 00	2'44	20,101.4	34 22	2'27	2,521.6	66'20	2 85	1901

## AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.

1 19	1'40	1'19	1 51	1'17
1 20	1 13	1 13	1 45	1'17
1 25	1 12	1 10	1 60	1'17
1 02	1 31	1 30	1'11	1'00
1'06	1'18 <sup>0</sup>	1'18 <sup>0</sup>	1'48	1'01

## AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.

0'91	1'28	1'25	0 10	1'38	1897
0'90	1'48	1'29	0'00	1'42	1898
1'35	1 55	1'23	0 43	1'32	1899
1'58	1'40	1'11	0 60	1'24	1900
1'58	1'24 <sup>0</sup>	1'24 <sup>0</sup>	0'90	1'24	1901

and vendors' tickets for the years 1897 to 1900 are included under the several classes, as the information is not available separately.

† Third class by mail trains. † Third class by other than mail trains.

‡ Includes Greater Light (5' 6" gauge) in the case of number only, which is shown under 3rd or lowest class and total, as details by classes are not furnished.

§ Excludes the Nowshera-Durgam railway.

P. T. O.



# Appendix 14

## Number of Passengers.

APPEN

### Number of passengers carried by each railway, and average

(Referred to in paragraphs

GAUGE

5' 6" GAUGE—concluded

CLASS  
No.

BOMBAY, BARODA AND CENTRAL INDIA SYSTEM

NIZAM'S GUARANTEED STATE SYSTEM.

MADRAS

RAILWAY Bombay, Baroda and Central India (a) to (c), (d) and (f). Rajputana-Malwa (f) to (c) (3' 6" to 5' 6"). Nizam - (Guaranteed State) (a) and (b). Hyderabad-Godavari Valley. (c) to (d) (5' 6" to 6' 0"). Madras (a) to (c).

Calendar year. Number in hundreds. Average distance travelled by each in miles. Average rate charged in pice. Number in hundreds. Average distance travelled by each in miles. Average rate charged in pice. Number in hundreds. Average distance travelled by each in miles. Average rate charged in pice. Number in hundreds. Average distance travelled by each in miles. Average rate charged in pice. Number in hundreds. Average distance travelled by each in miles. Average rate charged in pice.

## 1ST CLASS PASSENGERS

1897	101.4	21.60	9.74	10.4	43.10	11.20	6.5	14.51	14.30	..	..	..	24.1	137.45	9.74
1898	71.5	14.57	9.17	50.2	58.21	13.15	7.6	11.81	15.10	..	..	..	24.5	111.62	11.21
1899	78.1	20.30	9.71	20.5	112.50	11.52	7.1	11.70	15.24	1	..	..	24.1	117.10	10.81
1900	76.9	20.46	11.61	20.5	84.47	11.14	6.5	12.31	15.11	2.2	68.47	51.56	24.4	141.60	11.32
1901	71.4	35.05	10.02	10.5	17.15	13.05	6.1	58.01	14.41	3.1	61.36	21.11	28.8	129.43	11.01

## 2ND CLASS PASSENGERS

1897	451.3	15.61	4.03	.. 8	82.95	5.6	30.4	84.54	..	..	..	..	101.6	41.54	4.41
1898	517.0	13.00	4.57	41.4	79.11	5.6	35.3	74.11	..	..	..	..	101.5	40.11	4.84
1899	601.1	14.60	4.04	54.5	84.13	6.04	36.3	77.05	4.64	..	..	..	102.4	84.01	4.73
1900	595.5	14.62	4.20	75.3	61.60	6.31	34.3	77.86	4.11	12.1	64.73	5.01	95.1	84.01	4.11
1901	530.1	26.51	5.45	67.0	91.14	5.91	37.0	84.03	4.44	22.6	68.05	4.71	111.2	94.5	6.27

## INTERMEDIATE CLASS PASSENGERS

1897	364.8	14.31	3.32	314.5	70.04	2.04	27.1	31.21	2.10	..	..	..	..	..	..
1898	371.1	10.01	2.90	227.4	68.75	2.04	25.5	35.15	2.50	..	..	..	..	..	..
1899	381.3	10.01	..	249.5	66.70	2.04	25.5	..	2.40	..	..	..	..	..	..
1900	404.4	11.31	..	274.3	18.17	2.04	24.2	..	..	..	..	..	..	..	..
1901	420.5	10.11	..	308.4	66.51	2.04	27.1	5.45	..	19.2	93.31	4.50	..	..	..

## 3RD OR LOWEST CLASS PASSENGERS

1897	9,089.5	11.62	2.06	10,214.4	47.10	2.04	108.1	50.12	2.00	..	..	..	10,784.7	30.07	2.00
1898	8,130.0	14.10	2.27	10,502.4	41.20	2.04	111.1	50.23	2.00	..	..	..	8,075.8	27.43	2.11
1899	11,434.0	16.00	2.19	10,820.0	48.44	2.04	111.5	51.11	2.00	17.0	..	..	7,700.1	26.14	2.11
1900	11,457.0	18.22	2.12	10,711.2	46.05	2.04	101.4	50.70	2.00	5.34	48.22	2.00	6,454.5	30.07	2.11
1901	11,713.8	24.19	2.47	12,471.5	47.40	2.04	104.5	48.0	2.00	1,145.0	54.01	2.00	11,507.3	31.14	2.25

## SEASON AND VENDOR'S TICKETS

1897	4,051.1	..	..	3.1	..	..	1.2	..	..	..	..	..	505.0	..	..
1898	4,011.1	..	..	7.5	..	..	5.7	..	..	..	..	..	414.1	..	..
1899	5,204.4	..	..	..	..	..	14.0	..	..	..	..	..	505.1	..	..
1900	5,455.2	..	..	4.5	..	..	14.0	..	..	..	..	..	510.4	..	..
1901	5,477.1	7.51	1.44	6.5	7.5	1.04	12.0	31.25	6.70	5.1	44.71	6.51	610.1	14.82	6.53

## TOTAL OF ALL CLASSES

1897	4,025.7	10.65	2.04	10,515.7	46.1	2.12	1,203.1	49.04	2.30	..	..	..	11,411.7	31.71	2.25
1898	3,916.2	16.44	2.01	10,545.4	41.1	2.11	1,211.1	49.11	2.17	..	..	..	9,414.1	32.40	2.31
1899	6,100.1	18.70	2.63	11,111.1	47.1	2.11	1,231.5	49.01	2.14	18.7	41.35	2.20	6,291.7	29.54	2.36
1900	7,441.5	11.17	2.00	11,112.0	47.1	2.12	1,311.1	48.01	2.14	508.1	41.82	2.11	10,011.5	31.10	2.32
1901	8,143.8	..	2.01	12,473.5	..	2.11	1,100.5	47.47	2.34	1,145.0	54.74	2.11	12,477.4	34.12	2.42

## AVERAGE COST OF CARRYING EACH PASSENGER IN PICE.

1897	..	1.51	..	0.94	..	..	0.85	..	..	..	..	..	..	..	0.96
1898	..	1.40	..	0.81	..	..	0.75	..	..	..	..	..	..	..	1.07
1899	..	1.31	..	0.75	..	..	0.65	..	..	..	..	..	..	..	1.19
1900	..	1.34	..	0.81	..	..	0.77	..	..	..	..	..	..	..	1.11
1901	..	1.31	..	0.74	..	..	0.78	..	..	..	..	..	..	..	0.95

## AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PICE.

1897	..	0.70	..	1.17	..	..	1.45	..	..	..	..	..	..	..	1.29
1898	..	1.10	..	1.31	..	..	1.42	..	..	..	..	..	..	..	1.25
1899	..	1.21	..	1.31	..	..	1.36	..	..	..	..	..	..	..	1.17
1900	..	1.17	..	..	..	..	1.47	..	..	..	..	..	..	..	1.21
1901	..	1.30	..	..	..	..	1.34	..	..	..	..	..	..	..	1.49

\* Includes Godhra-Rutlam-Nagda (5' 6" gauge) railway, but excludes Gaskwar's Dabhoi and Rajpipla (5' 6" gauge) railways.

† Excludes Godhra-Rutlam-Nagda (5' 6" gauge) railway. ‡ Third class by mail trains. § Third class by other than mail trains.

N.B.—The average distance and average rate for the season tickets for the years 1897

## DIX 14—continued.

Appendix 14.  
Number of Passengers.

distance travelled by, and average rate charged to, each passenger.  
24 and 27 of Report).

SYSTEM.			1' 31" GAUGE.												GAUGE.
			12			13			14			15			CLASS - No.
			BENGAL DOOARS.			DIBRU-SADIYA.			ASSAM-BENGAL.			DEOGHUR.			RAILWAY.
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Calendar year.
1ST CLASS PASSENGERS.															
...	...	...	6	17 71	31 17	3 1/2	20 54	22 28	2 7/8	67 81	15 75	1 1/2	47 1/2	20 04	1907
1 1/2	19 04	76 00	6	23 72	25 31	4 1/2	19 4 1/2	22 14	3 1/2	65 77	15 27	1 1/2	47 1/2	20 04	1908
3 21	21 5 1/2	70 00	5	21 3 1/2	26 21	4 1/2	21 1 1/2	21 0 1/2	3 1/2	61 9 1/2	15 0 1/2	1 1/2	47 1/2	20 04	1909
3 3	21 0 7/8	70 00	6	21 0 1/2	27 3 1/2	3 1/2	21 1 1/2	22 1 1/2	3 1/2	61 7 1/2	15 2 1/2	1 1/2	47 1/2	20 04	1900
			7	16 60	20 07	4 1/2	19 1 1/2	24 1 1/2	4 0	60 3 1/2	15 1 1/2	2 1/2	47 1/2	20 04	1901
2ND CLASS PASSENGERS.															
...	...	...	1 1/2	17 11	18 16	2 1/2	24 15	11 04	5 7/8	48 1 1/2	8 09	...	...	...	1907
...	...	...	1 1/2	21 1 1/2	14 02	2 1/2	21 1 1/2	11 11	6 6	51 14	7 04	...	...	...	1908
2 1/2	19 1 1/2	39 00	1 1/2	21 1 1/2	14 04	2 1/2	21 1 1/2	11 1 1/2	6 7	54 8 1/2	7 1 1/2	...	...	...	1909
5 7	19 3 1/2	38 00	1 1/2	19 0 1/2	16 20	2 1/2	22 1 1/2	11 3 1/2	6 2	51 2 1/2	7 1 1/2	...	...	...	1900
5 1/2	24 5 1/2	38 00	1 1/2	19 4 1/2	16 22	3 1/2	20 1 1/2	11 1 1/2	10 1/2	50 1 1/2	7 1 1/2	...	...	...	1901
INTERMEDIATE CLASS PASSENGERS.															
...	...	...	1 1/2	24 5 1/2	4 0 1/2	...	...	...	...	...	...	...	...	...	1907
...	...	...	1 1/2	24 7 1/2	4 0 1/2	...	...	...	...	...	...	...	...	...	1908
...	...	...	2 1/2	21 1 1/2	4 0 1/2	...	...	...	...	...	...	...	...	...	1909
...	...	...	1 1/2	21 0 1/2	4 0 1/2	...	...	...	1 1/2	43 2 1/2	4 0 1/2	...	...	...	1900
...	...	...	2 1/2	17 8 1/2	5 0 1/2	...	...	...	5 1/2	47 7 1/2	4 0 1/2	...	...	...	1901
3RD OR LOWEST CLASS PASSENGERS.															
...	...	...	12 1/2	16 1 1/2	3 1/2	19 1 1/2	21 1 1/2	4 1/2	9 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1907
...	...	...	14 1/2	16 0 1/2	3 1/2	20 1 1/2	20 1 1/2	4 1/2	1 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1908
45 1	10 1 1/2	7 4 1/2	16 1/2	16 0 1/2	3 1/2	19 1 1/2	20 1 1/2	4 1/2	1 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1909
71 1	11 1 1/2	7 5 1/2	22 1/2	15 1 1/2	3 1/2	20 1 1/2	20 1 1/2	4 1/2	1 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1900
65 1	10 7 1/2	7 1 1/2	11 1/2	15 1 1/2	3 1/2	20 1 1/2	20 1 1/2	4 1/2	1 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1901
SEASON AND VENDORS TICKETS.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1907
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1908
1 1/2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1909
1 1/2	12 7 1/2	1 1/2	...	...	...	...	...	...	...	...	...	...	...	...	1901
TOTAL OF ALL CLASSES.															
...	...	...	1 1/2	16 1 1/2	3 1/2	21 1 1/2	21 1 1/2	4 1/2	9 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1907
...	...	...	14 1/2	16 0 1/2	3 1/2	20 1 1/2	20 1 1/2	4 1/2	1 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1908
50 0	11 5 1/2	1 1/2	16 1/2	16 0 1/2	3 1/2	20 1 1/2	20 1 1/2	4 1/2	1 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1909
83 4	12 5 1/2	1 1/2	22 1/2	15 1 1/2	3 1/2	20 1 1/2	20 1 1/2	4 1/2	1 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1900
76 2	17 3 1/2	1 1/2	31 1/2	15 1 1/2	3 1/2	20 1 1/2	20 1 1/2	4 1/2	1 1/2	3 1/2	3 1/2	17 1/2	4 1/2	5 1/2	1901
AVERAGE COST OF CARRYING EACH PASSENGER IN PICE.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1907
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1908
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1909
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901
7 1/2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PICE.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1907
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1908
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1909
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901

Excludes Bengal Doon extensions. Excludes Lido and Tikak Margherita colliery branch railway. Intermediate class introduced from 1st October 1900.  
to 1900 are included under the several classes, as the information is not available separately. Information not furnished.

P. T. O.

# Appendix 14. Number of Passengers.

*Number of passengers carried by each railway, and average*  
(Referred to in paragraphs)

Gauge	3' 3 1/2" GAUGE—continued														
	16			17						18			19		
	BENGAL AND NORTH- WESTERN.			ROHILKUND AND KUMAON SYSTEM						JODHPUR-DIKANER.			UDAIPUR-CITTOOR.		
				ROHILKUND AND KUMAON (a) and (b)											
Calendar year	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.
1ST CLASS PASSENGERS.															
1897	17.1	22.46	21.44	4.5	52.18	27.22	...	...	...	1.4	71.15	18.04	3.1	62.05	14.15
1898	16.5	22.44	21.44	4.7	53.31	27.02	...	...	...	1.7	70.27	18.04	4.1	67.11	14.34
1899	17.5	31.27	17.04	4.6	51.74	26.14	...	...	...	1.2	80.12	18.04	4.1	30.82	18.04
1900	17.2	40.19	17.04	4.9	50.02	26.37	...	...	...	1.0	76.44	18.04	4.1	60.11	17.04
1901	18.1	41.6	18.04	5.5	52.38	26.47	3	...	...	2.7	70.00	14.40	5	56.00	17.04
2ND CLASS PASSENGERS.															
1897	25.5	34.05	10.01	15.6	68.24	10.21	...	...	...	7.4	70.47	6.00	1.1	51.17	7.74
1898	24.6	31.04	10.17	17.0	69.08	9.77	...	...	...	7.0	66.82	6.00	1.1	50.44	6.59
1899	25.3	41.13	7.0	15.9	61.17	11.17	...	...	...	6.1	60.71	6.00	1.1	51.55	6.00
1900	26.7	41.01	6.00	15.9	60.51	11.52	...	...	...	7.1	61.00	6.00	1.1	57.32	6.00
1901	32.0	51.00	5.00	14.4	81.25	7.74	5	...	...	10.0	80.00	5.00	1.3	57.34	9.00
INTERMEDIATE CLASS PASSENGERS.															
1897	68.4	24.82	4.87	6.7	34.71	4.00	...	...	...	...	...	...	...	...	...
1898	62.1	26.11	5.01	10.7	31.41	4.01	...	...	...	...	...	...	...	...	...
1899	65.7	31.04	4.01	11.7	31.41	4.01	...	...	...	...	...	...	...	...	...
1900	79.7	42.17	3.01	11.5	40.54	3.75	...	...	...	...	...	...	...	...	...
1901	114.1	43.05	1.14	14.1	40.13	4.01	...	...	...	...	...	...	...	...	...
3RD OR LOWEST CLASS PASSENGERS.															
1897	5,724.8	33.47	2.00	1,000.2	33.21	2.00	...	...	...	781.1	54.61	2.00	170.4	36.52	2.25
1898	6,082.5	33.81	2.00	1,181.2	33.15	2.00	...	...	...	700.0	54.42	2.00	175.4	41.21	2.00
1899	6,016.1	35.11	2.00	1,181.2	33.80	2.00	...	...	...	700.1	51.17	2.00	185.4	42.84	2.00
1900	7,471.5	31.81	2.00	1,181.0	34.04	2.18	...	...	...	770.1	53.56	2.00	105.4	41.00	2.00
1901	10,617.3	30.02	2.00	1,500.2	33.50	2.19	221.1	...	...	1,447.1	50.00	2.00	184.5	43.44	1.00
SEASON AND VENDORS' TICKETS.															
1897	51.0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1898	60.1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1899	64.7	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1900	67.1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1901	7.4	10.00	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL OF ALL CLASSES.															
1897	4,567.6	31.51	2.10	980.1	31.11	2.67	...	...	...	760.7	54.71	2.00	171.1	36.70	2.35
1898	6,241.0	31.71	2.10	1,121.0	34.21	2.62	...	...	...	700.7	54.12	2.00	184.1	41.54	2.20
1899	7,016.1	31.11	2.00	1,171.0	34.41	2.50	...	...	...	671.2	54.61	2.00	100.2	42.00	2.10
1900	8,016.1	31.01	2.00	1,216.0	31.14	2.53	...	...	...	700.1	51.11	2.00	100.1	42.21	2.10
1901	10,617.3	30.17	2.00	1,530.1	31.11	2.52	221.1	...	...	1,407.1	51.01	2.00	184.1	45.61	2.10
AVERAGE COST OF CARRYING EACH PASSENGER IN PICE.															
1897	0.77	...	...	1.07	...	...	...	...	...	0.72	...	...	...	...	1.58
1898	0.82	...	...	1.05	...	...	...	...	...	0.80	...	...	...	...	1.50
1899	0.80	...	...	1.01	...	...	...	...	...	0.84	...	...	...	...	1.53
1900	0.81	...	...	1.08	...	...	...	...	...	0.88	...	...	...	...	1.58
1901	0.82	...	...	1.06	...	...	...	...	...	1.22	...	...	...	...	1.68
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PICE.															
1897	1.11	...	...	1.60	...	...	...	...	...	1.36	...	...	...	...	1.36
1898	1.28	...	...	1.57	...	...	...	...	...	1.30	...	...	...	...	1.10
1899	1.17	...	...	1.51	...	...	...	...	...	1.23	...	...	...	...	1.37
1900	1.12	...	...	1.51	...	...	...	...	...	1.09	...	...	...	...	1.41
1901	1.24	...	...	1.46	...	...	...	...	...	0.94	...	...	...	...	1.30

\* Included with Rajputana-Malwa railway. †† Fares by mail train between Madras and N.E.—The average distance and average rate for season and vendors' tickets for the year

## DIX 14—continued.

Appendix 14.  
Number of Passengers.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of report.)

3' 6" GAUGE—continued.									2' 6" GAUGE			GAUGE.			
21			22			23			24			25	Class No.		
SOUTHERN MAHARATTA			WEST OF INDIA PORTUGUESE			SOUTH INDIAN			BURMA			MORZI			RAILWAY
Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Calendar year
1ST CLASS PASSENGERS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
2ND CLASS PASSENGERS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
INTERMEDIATE CLASS PASSENGERS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
3RD OR LOWER CLASS PASSENGERS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
SEASON AND WINDOW TICKETS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
TOTAL OF ALL CLASSES															
6,120.0	35.10	2.1	1,400	15.1	2.7	1,400.0	12.0	2.0	1,007.1	10.2	3.0	311.0	41.0	3.1	1897
3,841.0	41.0	2.1	1,010.0	15.1	2.1	1,400.0	12.0	2.0	1,007.1	10.2	3.0	311.0	41.0	3.1	1898
3,350.0	41.0	2.1	2,110.0	14.0	2.1	1,400.0	12.0	2.0	1,007.1	10.2	3.0	311.0	41.0	3.1	1899
5,399.0	41.0	2.1	2,110.0	14.0	2.1	1,400.0	12.0	2.0	1,007.1	10.2	3.0	311.0	41.0	3.1	1900
5,399.0	41.0	2.1	2,110.0	14.0	2.1	1,400.0	12.0	2.0	1,007.1	10.2	3.0	311.0	41.0	3.1	1901
AVERAGE COST OF CARRYING EACH PASSENGER IN PICE.															
1.11	8.00	0.05	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1897
1.11	8.00	0.05	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1898
1.11	8.00	0.05	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1899
1.11	8.00	0.05	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1900
1.11	8.00	0.05	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1.21	1.70	1.21	1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PICE.															
1.01	-6.14	1.11	1.81	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1897
0.15	-6.15	1.00	1.96	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1898
0.77	-2.12	1.11	1.53	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1899
0.77	-5.11	1.15	1.57	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1900
0.60	-1.02	1.20	1.70	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1901

Tuticorin raised to 2 50 pice per mile from the 1st November 1900.

‡ Intermediate class abolished.

1897 to 1900 are included under the several classes, as the information is not available separately.

# Appendix 14. Number of Passengers.

APPEN

Number of passengers carried by each railway, and average

Referred to in paragraph

2' 6" GAUGE—continued												
GAUGE.												
CLASS No.	26			27			28			29		
Railway.	RAJASTHANI			TANAKSHWARI-MAGRA			KANAGHAT-KISHINAGAR			TEZPUR-BALIPARA		
Calendar Year.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in mile.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in mile.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in mile.	Average rate charged in pice.
1ST CLASS PASSENGERS												
1897	...	...	...	...	...	...	...	...	...	...	...	...
1898	...	...	...	...	...	...	...	...	...	...	...	...
1899	...	...	...	...	...	...	...	...	...	...	...	...
1900	...	...	...	...	...	...	...	...	...	...	...	...
1901	...	...	...	2	377	21.01	...	3	...	2.5	...	...
2ND CLASS PASSENGERS												
1897	5	21.20	11.41	...	...	...	...	...	...	...	...	...
1898	6	21.11	14.05	...	...	...	...	...	...	...	...	...
1899	7	21.35	21.30	...	...	...	...	...	...	...	...	...
1900	7	21.37	22.02	...	...	...	...	...	...	...	...	...
1901	5	21.92	22.17	6	8.20	10.57	...	...	...	...	...	...
INTERMEDIATE CLASS PASSENGERS												
1897	...	...	...	...	...	...	...	...	...	...	...	...
1898	...	...	...	...	...	...	...	...	...	...	...	...
1899	...	...	...	...	...	...	...	...	...	...	...	...
1900	...	...	...	...	...	...	...	...	...	...	...	...
1901	...	...	...	...	...	4.41	11.7	...	...	7	...	...
3RD OR LOWEST CLASS PASSENGERS												
1897	...	57.2	15.05	...	...	...	...	...	...	...	...	...
1898	...	44.	13.11	...	...	...	...	...	...	...	...	...
1899	...	51.1	20.49	...	...	...	...	...	...	...	...	...
1900	...	64.	20.61	...	...	...	...	...	...	...	...	...
1901	...	70.5	20.70	...	...	...	...	...	...	...	...	...
SEASON AND VENDORS' TICKETS												
1897	...	...	...	...	...	...	...	...	...	...	...	...
1898	...	...	...	...	...	...	...	...	...	...	...	...
1899	...	...	...	...	...	...	...	...	...	...	...	...
1900	...	...	...	...	...	...	...	...	...	...	...	...
1901	...	...	...	2.6	...	4.21	...	...	...	0.2	...	...
TOTAL OF ALL CLASSES												
1897	...	55.0	1.00	...	...	...	...	...	...	...	...	...
1898	...	70.5	1.11	...	...	...	...	...	...	...	...	...
1899	...	81.1	2.10	...	...	...	...	...	...	...	...	...
1900	...	94.	20.11	...	...	...	...	...	...	...	...	...
1901	...	100.2	20.11	...	...	...	...	...	...	...	...	...
AVERAGE COST OF CARRYING EACH PASSENGER IN PILS.												
1897	...	...	...	...	...	...	...	...	...	...	...	...
1898	...	...	...	...	...	...	...	...	...	...	...	...
1899	...	...	...	...	...	...	...	...	...	...	...	...
1900	...	...	...	...	...	...	...	...	...	...	...	...
1901	...	...	...	...	...	...	...	...	...	...	...	...
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PILS.												
1897	...	...	...	...	...	...	...	...	...	...	...	...
1898	...	...	...	...	...	...	...	...	...	...	...	...
1899	...	...	...	...	...	...	...	...	...	...	...	...
1900	...	...	...	...	...	...	...	...	...	...	...	...
1901	...	...	...	...	...	...	...	...	...	...	...	...

N.B.—Excludes Cherra-Comjanyganj railway which has been closed from

\* 1st class. † Lower class. ‡ Total shown under 3rd or lowest class, as details by classes are not available.

DIX 14—concluded.

Appendix 14.  
Number of Passengers.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of Report)

2nd General												GAUGE.
30			31			32			33			Class No.
DARJEELING HIMALAYAN.			HOWRAH-AMTAL			HOWRAH SHIBSAGHATA			JOKHAT			Railway
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Calendar year.
1ST CLASS PASSENGERS												
45.5	44.55	52.41	...	...	...	...	...	...	...	...	...	1907
46.2	42.10	60.1	7	...	...	0	...	...	...	...	...	1908
46.1	42.02	57.35	6	...	...	5	...	...	...	...	...	1909
46	41.8	55.52	4	...	...	4	...	...	...	...	...	1910
46.1	47.13	51.05	...	...	...	...	...	...	...	...	...	1911
2ND CLASS PASSENGERS												
11.7	31.57	27.70	...	...	...	...	...	...	...	...	...	1907
12.6	40.10	25.1	...	...	...	...	...	...	...	...	...	1908
11	32.1	25	...	...	...	...	...	...	...	...	...	1909
10.5	31.5	24	...	...	...	...	...	...	...	...	...	1910
13.1	37	24	...	...	...	...	...	...	...	...	...	1911
INTERMEDIATE CLASS PASSENGERS												
...	...	...	24.0	...	...	17.0	...	...	...	...	...	1907
...	...	...	25.0	...	...	14.0	...	...	...	...	...	1908
...	...	...	25.0	...	...	12.2	...	...	...	...	...	1909
...	...	...	...	...	...	...	...	...	...	...	...	1910
...	...	...	...	...	...	...	...	...	...	...	...	1911
3RD OR LOWEST CLASS PASSENGERS												
4.5	11.2	11.11	1.19	...	...	27.0	...	...	...	...	...	1907
11.1	...	14.5	...	...	...	...	...	...	...	...	...	1908
46.5	...	17.14	...	...	...	...	...	...	...	...	...	1909
4.5	...	11	...	...	...	...	...	...	...	...	...	1910
56.1	...	12.5	...	...	...	...	...	...	...	...	...	1911
SEASON AND VENDOR TICKETS												
...	...	...	...	...	...	...	...	...	...	...	...	1907
...	...	...	...	...	...	...	...	...	...	...	...	1908
...	...	...	...	...	...	...	...	...	...	...	...	1909
...	...	...	...	...	...	...	...	...	...	...	...	1910
...	...	...	...	...	...	...	...	...	...	...	...	1911
TOTAL OF ALL CLASSES												
61.0	35.5	12.06	...	...	...	...	...	...	...	...	...	1907
61.0	31	24.50	...	...	...	...	...	...	...	...	...	1908
61.0	31.1	20.5	...	...	...	...	...	...	...	...	...	1909
61.0	27.91	21.54	...	...	...	...	...	...	...	...	...	1910
61.0	35.5	21	...	...	...	...	...	...	...	...	...	1911
AVERAGE COST OF CARRYING EACH PASSENGER IN PIE.												
6.00	...	...	...	...	...	...	...	...	...	...	...	1907
7.54	...	...	...	...	...	...	...	...	...	...	...	1908
7.00	...	...	...	...	...	...	...	...	...	...	...	1909
5.00	...	...	...	...	...	...	...	...	...	...	...	1910
7.00	...	...	...	...	...	...	...	...	...	...	...	1911
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIE.												
12.35	...	...	...	...	...	...	...	...	...	...	...	1907
15.12	...	...	...	...	...	...	...	...	...	...	...	1908
15.12	...	...	...	...	...	...	...	...	...	...	...	1909
17.04	...	...	...	...	...	...	...	...	...	...	...	1910
14.16	...	...	...	...	...	...	...	...	...	...	...	1911

the 25th March 1900 and subsequently abandoned.

§ Information not available.

# Appendix 15. Passenger earnings.

## APPEN

Gross earnings in thousands of rupees from

(Referred to in

N B—A reference to Appendix 2 will furnish the key to

GAUGE		5' 6" GAUGE											3' 3 1/2" GAUGE				
CLASS	No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14		
Calendar year	F. I.	F. B. SYSTEM		H. C.	R. N. (a) and (b)	I. C.	O. & R. (a) (b) (c)	N. W. (a) (b) (c)	G. I. P. SYSTEM		H. B. & C. I. SYSTEM		N. G. S. SYSTEM		M. SYSTEM		
		5' 6" gauge (a)	(Other gauge - none (b) to (c))						G. I. P. (a) (b) (c)	H. B. & C. I. (a) (b) (c)	R. M. (a) (b) (c)	N. G. S. (a) (b) (c)	H. G. (a) (b) (c)	M. (a) (b) (c)	N. (a) (b) (c)	H. D.	D. S.
1ST CLASS PASSENGERS																	
1877	1,000	1,001	1	6	7	2	1,000	1	4,004	11	1,000	1,000	4,000	1,000	2	0	15
1878	1,000	1,001	1	6	41	30	1,000	1	1,000	1,000	1,000	1,000	1,000	1,000	2	9	17
1879	1,000	1,001	1	7	51	30	1,000	1	1,000	1,000	1,000	1,000	1,000	1,000	2	11	18
1880	1,000	1,007	51	7	71	71	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	2	10	20
1881	1,000	1,000	1	6	1,000	1	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	2	0	21
2ND CLASS PASSENGERS																	
1877	1,000	1,007	1	2	1	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	3	3	12
1878	1,000	1,000	1	2	4	30	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	3	4	13
1879	1,000	1,000	1	10	1	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	3	4	10
1880	1,000	1,000	1	22	3	71	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	3	4	21
1881	1,000	1,000	1,000	1	1,000	1	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	3	4	21
3RD CLASS PASSENGERS																	
1877	1,000	1,000	1,000	1	27	1	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1	...	...
1878	1,000	1,000	1,000	25	2	10	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1	...	...
1879	1,000	1,000	1,000	24	27	1	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1	...	...
1880	1,000	1,000	1,000	3	5	31	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1	...	...
1881	1,000	1,000	1,000	4	1,000	1	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1	...	...
4TH CLASS PASSENGERS																	
1877	1,000	1,000	1,000	5,20	11,1	12,12	2,4	1,1	4,0	1,1	1,1	1,1	1,1	1,1	31	1,00	4,50
1878	1,000	1,000	1,000	10,07	10,00	1,000	3,12	1,000	1,000	1,000	1,000	1,000	1,000	1,000	17	1,00	6,51
1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	40	1,00	8,20
1880	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	52	1,15	1,67
1881	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	77	1,00	10,31
5TH CLASS PASSENGERS																	
1877	1,000	1,000	1,000	4	1	2	...	...	1,000	...	1,000	...	1,000	...	...	...	...
1878	1,000	1,000	1,000	5	1	1	...	...	1,000	...	1,000	...	1,000	...	...	...	...
1879	1,000	1,000	1,000	5	17	...	...	...	1,000	...	1,000	...	1,000	...	...	...	...
1880	1,000	1,000	1,000	5	17	2	...	...	1,000	...	1,000	...	1,000	...	...	...	...
1881	1,000	1,000	1,000	6	1	1	...	...	1,000	...	1,000	...	1,000	...	...	...	...
TOTAL PASSENGER EARNINGS																	
1877	1,000	24,72	1,000	6,10	12,00	1,000	12,14	9,071	62,19	1,000	1,000	1,000	1,000	1,000	40	1,14	5,07
1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	43	1,11	6,81
1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	46	1,10	8,57
1880	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	58	1,20	9,08
1881	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	83	1,17	10,81

\* 1 of 4 class

† Intermediate class introduced on this railway from the 1st October 1900

‡ Intermediate class abolished on this railway from the 1st November 1900

§ L. w. class

¶ Transferred partly to the Bengal-Nagpur railway and partly to the Malwa railway from the 1st January 1901.

## DIX 15:

Appendix 15:  
Passenger earnings.

## Passenger traffic of each railway (by systems).

24 and 27 of Report.)

the code letters used to express railway systems.

										2' 6" GAUGE.					2' 0" GAUGE.					GAUGE.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	CLASS No	
D.	B. & N.-W.	R. & K. system. R. & K. (a) & (b) P. L. (c)	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	K. L.	T. R.	D. H.	H. A.	H. S.	J.	Calendar year.	
1ST CLASS PASSENGERS																				
..	54	33	..	9	2	20	1,00	1	72	97	8	..	..	..	50	..	..	..	1897	
..	52	35	..	12	2	24	1,01	2	82	1,01	10	..	..	..	51	1	1	..	1898	
..	51	33	..	9	3	21	82	2	77	1,06	8	..	..	..	52	1	1	..	1899	
..	46	32	..	7	3	18	104	2	61	1,14	7	..	..	..	56	1	..	..	1900	
..	51	40	..	20	3	10	91	2	85	1,23	7	..	..	..	59	1	..	..	1901	
2ND CLASS PASSENGERS																				
..	41	57	..	10	3	60	1,31	4	1,77	2,14	15	1	..	..	71	..	..	..	1897	
..	42	61	..	15	4	64	1,14	4	1,56	2,16	10	1	..	..	76	..	..	..	1898	
..	48	54	..	15	3	74	1,36	5	1,52	2,01	19	..	..	..	70	..	..	..	1899	
..	42	56	..	15	3	50	1,32	6	1,51	2,31	19	2	..	..	64	..	..	..	1900	
..	51	65	..	42	5	55	1,35	5	1,71	2,56	10	1	..	..	85	..	..	..	1901	
INTERMEDIATE CLASS PASSENGERS																				
..	43	8	..	..	..	..	..	..	1,21	..	..	..	..	..	..	..	..	..	1897	
..	42	9	..	..	2	..	..	..	1,21	..	..	..	..	..	..	10	1	..	1898	
..	45	10	..	..	2	12	..	..	1,21	..	..	..	..	..	..	12	4	..	1899	
..	55	10	..	..	2	30	..	..	2	..	..	..	..	..	..	11	4	..	1900	
..	78	12	..	..	..	41	..	..	..	..	1	1	..	..	..	12	1	..	1901	
3RD CLASS PASSENGERS																				
26	20,44	3,613	..	4,15	77	1,85	21,00	26	4,15	2,11	2,00	1,1	..	..	1,1	..	..	..	10	1897
26	21,67	4,119	..	4,31	77	7,05	11,20	31	10,5	2,71	1,7	1	..	1,1	91	1,72	6,1	12	1898	
29	24,46	4,42	..	4,65	81	8,00	11,27	31	10,5	2,71	1,7	1	..	1,1	85	1,7	6,4	12	1899	
30	28,01	4,59	..	4,31	74	8,11	2,70	41	1,15	15,00	1,01	2	1	1,1	1,1	..	6,1	12	1900	
42	30,11	5,76	10	7,79	17	8,59	21,77	41	12,00	17,15	2,01	1	1,1	1,1	1,01	2,25	1,8	15	1901	
SEASON AND VENDOR'S TICKETS OF ALL CLASSES																				
..	1	..	..	..	..	1	2	..	1	7	..	..	..	..	..	..	..	..	1897	
..	1	..	..	..	..	..	1	..	1	7	..	..	..	..	..	..	..	..	1898	
..	1	..	..	..	..	..	1	..	1	7	..	..	..	..	..	..	..	..	1899	
..	1	..	..	..	..	..	1	..	1	7	..	..	..	..	..	..	..	..	1900	
..	1	..	..	..	..	..	1	2	15	10	..	..	2	..	..	..	..	..	1901	
TOTAL PASSENGER TRAFFIC																				
26	21,84	4,61	..	4,58	82	9,75	27,12	41	11,30	11,50	2,0	10	..	..	2,20	..	..	10	1897	
26	23,04	5,21	..	4,53	85	8,37	16,11	37	13,17	12,71	2,00	10	1,7	..	2,25	1,81	1,7	12	1898	
29	25,85	5,44	..	5,17	91	9,97	16,36	46	11,01	11,01	2,19	19	5,1	4,6	2,07	2,31	1,9	12	1899	
30	29,45	5,37	..	4,36	82	9,28	25,10	49	17,73	12,72	2,17	23	6,7	6,5	2,20	..	7,0	12	1900	
42	37,95	6,93	36	8,41	95	9,81	27,03	50	21,70	21,03	2,27	26	6,9	6,5	2,53	2,50	..	15	1901	

N. B.—Excludes the Port Trust railway which is open for goods traffic only; and the Cherra-Companyganj railway which was closed on the 25th March 1900 and subsequently abandoned.



**Appendix 16.**  
**Goods traffic.**
**APPEN**
**Goods of the different classes in thousands of tons carried by each railway**
*(Referred to in paragraphs*
*Note.—A reference to Appendix 2 will furnish the key*

GAUGE.		5' 6"											
Class No.		1		2				3		4			
Calendar year.	EAST INDIAN.		F. B. SYSTEM.				BENGAL CENTRAL.		BENGAL-NAGPUR SYSTEM.				
			5' 6" GAUGE (a).		OTHER GAUGES. (b) to (e).				BENGAL-NAGPUR (a).		RAIPUR-DHANTARI (b).		
	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	
GENERAL MERCHANDISE.													
1897	1,481	6.10	1,130	9.31	540	10.10	120	7.39	471	6.70	...	...	...
1898	3,416	5.10	1,005	9.17	555	8.91	70	7.44	530	7.72	...	...	...
1899	3,518	6.00	1,115	8.87	609	10.50	104	6.05	671	6.73	...	...	...
1900	3,548	6.20	1,230	8.91	783	10.70	150	7.05	808	4.81	...	...	...
1901	3,556	5.85	1,114	9.51	747	10.66	135	5.12	807	7.01	13	10.47	...
MILITARY STORES.													
1897	15	16.03	...	21.14	...	15.50	...	12.15	1	17.00	...	...	...
1898	24	16.12	...	22.70	...	17.01	...	12.00	...	11.19	...	...	...
1899	10	20.00	...	25.11	...	24.11	...	12.70	...	11.71	...	...	...
1900	11	17.71	...	21.00	...	...	...	112.16	1	13.10	...	...	...
1901	6	15.00	...	20.05	...	...	...	121.41	...	13.57	...	...	...
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.													
1897	3,374	1.78	152	4.11	...	...	17	4.41	716	3.71	...	...	...
1898	3,715	3.41	200	4.40	...	...	14	2.51	700	3.01	...	...	...
1899	3,518	3.49	200	4.60	...	...	20	5.10	1,052	3.57	...	...	...
1900	4,318	3.41	248	2.11	25	5.11	24	1.10	751	1.01	...	...	...
1901	5,294	3.44	277	4.10	17	9.57	20	3.05	805	5.05	...	...	4.43
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.													
1897	960	1.12	210	2.11	...	...	40	1.15	148	2.71	...	...	...
1898	1,144	1.80	235	2.40	...	...	35	3.14	211	4.10	...	...	...
1899	1,276	1.80	210	2.11	...	...	16	2.45	524	2.04	...	...	...
1900	1,255	1.11	207	2.41	17	2.41	21	2.41	310	2.10	...	...	...
1901	1,257	1.25	204	2.41	234	2.41	23	2.45	511	1.12	13	3.21	5.21
TOTAL GOODS.													
1897	7,817	4.67	1,401	5.27	6	9.11	177	6.5	1,417	5.81	...	...	...
1898	8,335	4.02	1,511	7.10	645	9.22	128	6.11	1,150	6.23	...	...	...
1899	9,041	4.04	1,554	7.75	747	9.02	140	6.72	1,552	5.34	...	...	...
1900	10,018	4.50	1,612	7.11	911	8.91	200	6.11	1,000	4.55	...	...	...
1901	10,410	4.33	1,600	5.20	928	8.17	175	7.01	1,150	5.40	26	8.18	8.18
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.													
1897	20.04	...	25.10	...	10.10	...	63.01	...	18.10	...	...	...	...
1898	20.74	...	25.24	...	10.11	...	62.02	...	18.07	...	...	...	...
1899	20.74	...	25.10	...	10.10	...	61.01	...	17.45	...	...	...	...
1900	21.12	...	25.10	...	10.10	...	71.10	...	18.10	...	...	...	...
1901	20.30	...	25.10	...	10.10	...	62.15	...	18.10	...	...	...	36.64
AVERAGE COST OF CARRYING PER TON PER MILE.													
	Pies.		Pies.		Pies.		Pies.		Pies.		Pies.		Pies.
1897	1.1	...	3.56	...	4.17	...	4.95	...	2.09	...	...	...	...
1898	1.5	...	3.11	...	4.20	...	5.52	...	3.11	...	...	...	...
1899	1.04	...	3.47	...	3.96	...	4.02	...	2.10	...	...	...	...
1900	1.71	...	3.10	...	3.70	...	4.02	...	2.20	...	...	...	...
1901	1.05	...	3.40	...	4.18	...	4.76	...	3.33	...	...	...	6.37
AVERAGE PROFIT PER TON PER MILE.													
	Pies.		Pies.		Pies.		Pies.		Pies.		Pies.		Pies.
1897	3.39	...	4.37	...	5.11	...	1.74	...	2.81	...	...	...	...
1898	3.06	...	4.77	...	4.09	...	0.73	...	3.07	...	...	...	...
1899	3.03	...	3.70	...	4.95	...	1.49	...	2.77	...	...	...	...
1900	2.87	...	4.04	...	5.04	...	1.06	...	2.38	...	...	...	...
1901	2.74	...	4.48	...	4.30	...	2.31	...	2.14	...	...	...	1.81

*Note.—The blanks shown in "tons" columns*
*are Excluding Cooch Behar State railway.*
*† Including live-stock and*
*information as*
*‡ Including the Gwalior Legit railway*
*§ Transferred partly to the Bengal-Nagpur railway*
*|| Excluding the Nowshera-Durga*

## DIX 16.

4 (by systems), average rate charged per ton in pies, and average distance carried.

25, 31, 32, 33 and 34 of Report.)

to the code letters used to express railway systems.

5' 6"												Gauge.	
		5		6		7		8				Class: No.	
EAST COAST.		CALCUTTA PORT COMMISSIONERS.		ODISH AND RAILHAND		N W SYSTEM		G. I P SYSTEM				Calendar year.	
						NORTH WESTERN (a) to (f)		GREAT INDIAN PENINSULA (a) to (r)		INDIAN MIDLAND (d) to (h)			
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.		
GENERAL MERCHANDISE.													
317 455 5-7 712 1	4'04 3'15 1'07 4'21 1	740 605 813 813 737	}	902 1,018 1,171 1,110 1,287	4'14 6'15 5'95 6'20 5'77	2,234 2,740 2,971 4,520 3,431	6'57 5'18 5'50 5'81 5'38	1,551 2,045 2,270 2,122 2,517	9'39 8'05 7'70 7'50 7'74	457 480 571 872 781	7'38 6'00 6'05 6'61 6'33	1897 1898 1899 1900 1901	
MILITARY STORES													
...	30'75 20'4 18'20 1	...	}	5 4 3 4 3	14'65 12'50 16'57 15'11 17'40	68 64 22 20 15	15'47 13'12 15'00 11'10 15'10	9 8 9 7 8	17'28 20'50 10'07 21'24 16'14	4 4 2 1 1	12'50 8'15 11'09 16'22 16'12	1897 1898 1899 1900 1901	
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS													
11 6 110 1	4'13 4'13 3'10 1'22 1	14 10 21 22 23	}	18 24 30 22 24	3'91 4'00 3'52 3'55 3'71	41 41 11 20 31	4'10 1'04 1'50 3'50 3'00	145 220 174 128 140	2'60 1'12 3'45 1'40 2'55	1 1 11 6 13	3'71 3'52 3'03 3'05 2'92	1897 1898 1899 1900 1901	
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.													
117 17 22 200 1	2'11 4'11 4'11 2'41 1	...	}	657 721 625 774	2'1 2'75 2'11 2'01	1,107 1,011 2,110 1,715 2,105	2'14 2'1 2'47 2'44 2'44	510 542 551 520 513	2'14 2'10 2'14 2'00 2'00	157 212 413 132 512	2'40 2'00 2'00 2'40 2'03	1897 1898 1899 1900 1901	
TOTAL GOODS†													
317 455 5-7 712 1	4'04 3'15 1'07 4'21 1	740 605 813 813 737	}	1,582 1,511 1,915 1,401 1,500	5'07 5'71 5'40 5'02 5'20	4,751 4,011 5,070 5,001 5,004	6'15 5'10 5'11 5'42 5'02	2,281 2,045 2,007 2,012 2,513	7'71 7'07 6'11 6'76 7'22	620 770 1,001 1,210 1,300	6'54 6'07 6'00 6'25 5'72	1897 1898 1899 1900 1901	
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.													
46'93 101'15 100'5 134'75 1	}	}	}	91'11 101'11 101'03 105'53 121'03	}	127'57 105'13 171'14 137'16 101'57	}	221'18 201'00 200'41 215'15 257'50	}	185'48 172'22 197'73 214'25 176'07	}	1897 1898 1899 1900 1901	
AVERAGE COST OF CARRYING PER TON PER MILE													
Pies. 1'30 4'00 1'14 2'10 1	}	}	}	Pies. 3'10 3'10 2'16 2'07 2'52	}	Pies. 3'8 2'58 2'05 3'30 2'14	}	Pies. 4'44 3'57 3'42 3'22	}	Pies. 3'81 3'06 3'02 2'79	}	1897 1898 1899 1900 1901	
* AVERAGE PROFIT PER TON PER MILE.													
Pies. 0'05 0'38 0'39 1'14 1	}	}	}	Pies. 1'09 2'03 2'54 2'05 2'79	}	Pies. 2'02 2'40 2'27 2'12	}	Pies. 3'25 3'48 3'48 3'54	}	Pies. 2'75 2'51 2'70 3'40	}	1897 1898 1899 1900 1901	

are due to less than 1,000 tons being carried during the year.

other miscellaneous goods traffic

not available.

in the case of tonnage only, which is shown under "general merchandise" "total goods", as details are not furnished, and partly to the Madras railway from the 1st January 1901.

railway.

# Appendix 16.

## Goods traffic.

# APPEN

## Goods of the different classes in thousands of tons carried by each railway

(Referred to in paragraphs

Note—A reference to Appendix 3 will furnish the key

GAUGE.

5 0"

Class No.

B R. & C I. SYSTEM

POUNJAY, BARODA AND CENTRAL INDIA (a) to (e) & (d) & (f)

Tons

Per ton per mile.

RAIPUTANA-MALWA (f) to (c)

Tons.

Per ton

N G S SYSTEM

NIPAN'S GUARANTEED STAFF (a) and (b)

Tons

Per ton per mile

HIDDERABAD-CHANDVARI VALLEY

Per ton per mile

MADRAS SYSTEM

MADRAS (a) to (c)

Tons

Per ton per mile

NILGIRI (d)

Tons

Per ton per mile

BENGAL-DOOARS

Tons.

Per ton per mile

GENERAL MERCHANDISE

1897

1,217

9.31

1,517

7.40

291

8.8

</

NOTE.—The blanks shown in "tons" columns

\* Including live-stock and

† Including the Godhra-Rutlan-Nagda; but excluding

‡ Excluding the Godhra-Rutlan-

§ Information is

¶ Excluding the Lado and Tihak-

\* The decrease is due to ballast train tonnage being credited

## DIX 16—continued.

Appendix 16.  
Goods traffic.

(by systems), average rate charged per ton in pies, and average distance carried.

85, 31, 32, 33 and 34 of Report)

to the code letters used to express railway systems.

5' 6"												Gauge.		
13		14		15		16		17		18		Class No.		
DIBRU-SADIYA.		ASSAM-BENGAL		DEOGHUR.		BENGAL AND NORTH-WESTERN		ROHILKHAND AND BAWAN (a) & (b)		POWAYAN LIGALI (c)		JODHPUR-BILAILR		Calendar year.
Tons	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	
GENERAL MERCHANDISE														
51	31.74	40	10.87	12	11.75	721	7.05	102	7.0	...	...	100	10.15	1897
58	34.4	61	8.40	13	12.35	751	5.01	209	7.31	...	...	101	10.20	1898
61	31.02	65	5.4	14	13.08	675	5.15	315	6.1	...	...	102	9.4	1899
77	34.45	115	8.61	12	12.01	645	6.0	316	6.5	...	...	103	8.2	1900
73	37.45	166	6.55	14	5	1,024	6.00	3	7.54	12	...	20	8.1	1901
MILITARY STORES														
...	...	...	1,61	...	...	...	2.50	1	17.21	...	...	...	31.2	1897
...	...	...	1,014	...	...	...	6.1	1	1,001	...	...	...	32.85	1898
...	...	...	2,01	...	...	...	2.50	...	5.71	...	...	...	31.7	1899
...	...	...	21.29	...	...	...	24.21	...	2.15	...	...	...	32.57	1900
...	...	...	15.27	...	...	...	...	1	11.01	2	...	...	17.15	1901
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS														
...	...	...	3.07	...	...	31	2.50	...	3.45	...	...	...	10.31	1897
354	5.55	6	4.00	...	...	35	1.01	...	4.15	...	...	...	9.6	1898
441	6.05	6	4.14	...	...	41	3.1	1	2.21	...	...	...	6.0	1899
412	6.1	11	3.25	...	...	41	4.15	1	5.1	...	...	10	5.0	1900
499	5.57	13	4.15	...	...	41	4.15	1	1	...	...	10	4.23	1901
RIVER AND STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION														
7	2.25	93	2.77	...	...	121	2.11	41	4.1	...	...	7	1.0	1897
4	2.51	15	2.45	...	...	13	2.74	41	2.4	...	...	31	4.5	1898
5	4.00	1	1.01	...	...	27	2.47	...	2.1	...	...	1	2.5	1899
4	4.05	21	1.6	...	...	22	2.65	...	2.1	...	...	5	2.0	1900
5	3.17	61	2.53	...	...	303	2.7	3	2.4	3	...	92	1.45	1901
TOTAL GOODS *														
112	1.07	1.1	4.77	13	1.14	911	5.12	75	7.0	...	...	144	9.54	1897
446	2.07	4.1	4.7	13	10.01	921	5.11	315	6.1	...	...	180	9.5	1898
503	1.52	472	3.07	14	13.55	1,007	5.0	325	6.1	...	...	140	8.50	1899
494	0.11	3.4	4.25	15	12.01	1,017	5.01	171	6.01	...	...	150	7.5	1900
577	6.00	5.11	5.41	15	5	1,300	4.03	173	7.17	...	...	401	7.45	1901
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED														
577	40.47	479	109.77	61.00	...	62.64	1897							
55.1	50.07	479	121.03	61.05	...	5.11	1898							
50.20	71.82	479	114.1	61.15	...	63.21	1899							
51.64	70.11	479	10.13	60.01	...	50.20	1900							
51.60	127.44	479	130.0	61.27	...	50.00	1901							
AVERAGE COST OF CARRYING PER TON PER MILE *														
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	1897							
6.00	6.00	2.64	3.88	...	3.28	1898								
5	6.08	2.41	4.07	...	3.54	1899								
4.02	4.02	2.51	3.32	...	3.00	1900								
5.16	5.16	2.70	3.19	...	2.12	1901								
5.41	5.41	2.48	2.85	...	4.12	1901								
AVERAGE PROFIT PER TON PER MILE														
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	1897							
2.98	1.13	2.70	3.18	...	5.11	1898								
5	1.11	3.12	2.01	...	6.24	1899								
1.26	1.26	2.77	3.30	...	5.00	1900								
0.06	0.06	2.75	3.17	...	1.55	1901								
0.05	0.05	3.01	3.24	...	3.12	1901								

are due to less than 1,000 tons being carried during the year  
 other miscellaneous goods traffic  
 the Gorkha's Dabha and Rajpura (2' 6" gauge) railways.  
 Nagda railway.  
 not available.  
 Margherita Colliery branch  
 to railway materials for construction in previous years.



## DIX 16—concluded.

Appendix 16.  
Goods traffic.

systems), average rate charged per ton in pies, and average distance carried.

27, 31, 32, 33 and 34 of Report.

to the code letters used to express railway systems.

2' 6"								2' 0"								GAUGE.	
26		27		28		29		30		31		32		33		Class No.	
BARR.		LAKSHMI-SHWAR-MAGRA.		RANAGHAT-KRISHNAGAR.		TETPUR-LAKSHMI-PUR.		DARJILING-HIMALAYAN.		HOWRAH-AMTA.		HOWRAH-SILIGHATA.		JALPAIGURI.		Calendar year	
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.		
GENERAL MERCHANDISE.																	
34	21'10	..	..	..	..	..	..	25	71'05	..	..	..	..	22	..	1897	
45	21'01	..	..	..	..	..	..	25	65'81	..	..	..	..	17	..	1898	
26	20'38	..	..	..	..	..	..	26	65'01	..	..	..	..	21	..	1899	
41	20'72	..	..	..	..	..	..	24	62'35	..	..	..	..	15	..	1900	
54	21'09	..	..	..	..	..	..	21	64'45	..	..	..	..	12	..	1901	
MILITARY STORES.																	
..	47'00	..	..	..	..	..	..	..	120'65	..	..	..	..	..	..	1897	
..	24'80	..	..	..	..	..	..	..	88'76	..	..	..	..	..	..	1898	
..	35'71	..	..	..	..	..	..	..	139'37	..	..	..	..	..	..	1899	
..	31'01	..	..	..	..	..	..	..	120'76	..	..	..	..	..	..	1900	
..	71'32	..	..	..	..	..	..	..	1'25	..	..	..	..	..	..	1901	
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.																	
..	20'17	..	..	..	..	..	..	..	25'31	..	..	..	..	..	..	1897	
..	..	..	..	..	..	..	..	..	25'30	..	..	..	..	..	..	1898	
..	..	..	..	..	..	..	..	..	4'45	..	..	..	..	..	..	1899	
..	11'01	..	..	..	..	..	..	..	7'00	..	..	..	..	..	..	1900	
..	..	..	..	..	..	..	..	..	7'25	..	..	..	..	..	..	1901	
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.																	
..	7'13	..	..	..	..	..	..	..	27'54	..	..	..	..	..	..	1897	
..	6'55	..	..	..	..	..	..	..	30'32	..	..	..	..	..	..	1898	
..	4'5	..	..	..	..	..	..	..	21'40	..	..	..	..	..	..	1899	
..	4'11	..	..	..	..	..	..	..	3'11	..	..	..	..	..	..	1900	
..	..	..	..	..	..	..	..	..	2'01	..	..	..	..	..	..	1901	
TOTAL GOODS.																	
34	20'10	..	..	..	..	..	..	34	65'11	..	..	..	..	22	..	1897	
45	20'10	..	..	..	..	..	..	31	64'4	..	..	..	..	17	..	1898	
54	20'10	..	..	..	..	..	..	32	65'87	..	..	..	..	21	..	1899	
41	20'72	..	..	..	..	..	..	31	65'13	..	..	..	..	15	..	1900	
54	21'09	..	..	..	..	..	..	31	65'11	..	..	..	..	12	..	1901	
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																	
22'14	..	..	..	..	..	..	..	40'12	..	..	..	..	..	..	..	1897	
22'01	..	..	..	..	..	..	..	41'43	..	..	..	..	..	..	..	1898	
22'27	..	..	..	..	..	..	..	40'28	..	..	..	..	..	..	..	1899	
21'07	..	..	..	..	..	..	..	41'71	..	..	..	..	..	..	..	1900	
22'00	42'22	..	..	..	..	..	..	41'65	..	..	..	..	..	..	..	1901	
AVERAGE COST OF CARRYING PER TON PER MILE.																	
†	..	..	..	..	..	..	..	†	..	..	..	..	..	..	..	1897	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1898	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1899	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1900	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1901	
AVERAGE PROFIT PER TON PER MILE.																	
†	..	..	..	..	..	..	..	†	..	..	..	..	..	..	..	1897	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1898	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1899	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1900	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1901	

are due to less than 1,000 tons being carried during the year.

and other miscellaneous goods traffic.

not available.

details are not furnished.

# Appendix 17. Goods earnings.

APPEN

Gross earnings in thousands of rupees

(Referred to in para

N. B.—A reference to Appendix 2 will furnish the

GAUGE.		5' 6"																	
Class No	1	2			3	4	5			6	7			8			9		
		E. R. S. system									N. W. system.			G. I. P. system.			B. N. and C. I. system.		
Calendar Year.	E. I.	5' 6" gauge	Other gauges	Total	B. C.	B. N. (A) & (J)	G. I.	P. I.	C. and R.	Commercial section.	Military section.	Total.	G. I. (A) to (J)	I. M. (A) to (J)	Total.	B. N. & C. I. (A) to (J) & (L) & (I)	R. M. (J) to (L)	Total.	
GENERAL MERCHANDISE.																			
1897	.	2,84,19	53,11	3,37,30	1,34,5	36,01	1,42,1	2,50,0	1,01,1	1,48,14	12,41	1,60,55	1,52,05	15,82	1,67,87	87,51	1,24,30	2,92,17	
1898	.	2,62,97	44,31	3,07,28	2,11	3,1,12	1,4,1	1,63	14,57	2,15,90	13,71	2,29,61	2,52,57	3,5,4	2,56,11	1,04,75	1,51,45	2,60,20	
1899	.	2,87,57	10,31	2,97,88	85,71	3,02	52,25	14,37	1,1,1	2,01,18	12,11	2,14,29	2,51,05	47,31	3,01,41	1,15,40	1,64,11	2,79,41	
1900	.	3,16,43	55,05	3,71,48	94,74	4,75	7,1,19	2,5,1	4,31	1,1,4	1,1,43	14,17	1,7,1,1	2,32,05	77,74	1,1,1,17	1,1,1,32	2,15,21	
1901	.	2,85,01	51,85	3,36,86	4,16	50,1,1	1	3,1,5	1,1,1	1,1,1	1,1,1	2,65,14	2,1,1,1	62,18	3,27,31	97,81	1,1,1,34	2,91,15	
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.																			
1897	.	1,06,96	1,13	35	1,48	19	3,1,1	11	5	51	71	55	1,11	6,11	5	6,1,1	2,33	71	
1898	.	1,27,02	1,78	41	2,18	18	4,1,1	17	6	7,1	1,13	45	1,61	7,1,1	15	8,1,1	2,36	67	
1899	.	1,37,10	1,38	43	1,78	20	1,2,1	1,12	6	1,1,1	1,1	31	91	3,3	55	3,78	2,1,1	72	
1900	.	1,57,12	2,04	6,1	2,19	25	1,7,1	4,1,1	7	1,1,1	41	21	64	4,1,1	25	4,61	4,21	76	
1901	.	1,40,45	2,31	41	2,72	11	1,7,1	1	8	1,2,1	42	31	1,23	3,7	61	4,18	2,8,1	63	
MILITARY STORES.																			
1897	.	4,30	1	1	2		1			51	11,1	2,1,1	13,71	1,54	41	1,25	25	1,21	
1898	.	4,63	1	1	1		1			10,75	52	11,31	1,1,5	26	1,1,1	14	1,14		
1899	.	3,91	1	1	1		1	3		4,01	11	4,1,1	2,1,1	41	2,44	22	2,66		
1900	.	4,31	1	1	1		1	11		57	1,1,1	61	4,1,1	1,1,1	11	1,1,1	21		
1901	.	3,13	1	1	1	2	4	1		1,1	1,1,1	1,1,1	6,1,1	1,1,1	14	2,1,1	16		
LIVE STOCK.																			
1897	.	1,27	1	6	7		4			2,1	1,1,1	1,1,1	8,58	2,1,1	18	2,21	2,74		
1898	.	1,74	1	2	4		1	1		1,1	2,1,1	18	2,26	1,1,1	17	2,01	3,21		
1899	.	1,18	2	2	4		4	1		1,1	1,1,1	19	1,71	2,47	10	2,57	4,15		
1900	.	2,21	2	2	4		1	2		1,1	1,1,1	21	1,1,1	3,75	57	4,25	3,71		
1901	.	1,92	2	1	3		23	1		1,1	1,1,1	31	1,44	3,70	15	3,85	3,11		
REVENUE STORES, INCLUDING COAL, AND MATERIAL FOR CONSTRUCTION.																			
1897	.	14,56	2,35	87	3,22	18	2,1,1	1,11		3,1,1	12,27	2,44	14,71	1,15	1,1,1	11,75	4,52	3,17	
1898	.	17,99	2,51	1,31	3,81	21	3,41	1,71		1,17	14,21	2,65	16,86	9,41	2,48	11,1,1	3,78	4,33	
1899	.	17,56	2,79	1,77	4,51	6	5,21	2,91		4,17	13,56	3,1,1	16,1,1	9,1,1	3,17	12,86	5,41	6,11	
1900	.	18,15	2,33	2,50	4,82	14	4,71	2,91		4,10	12,15	2,31	14,45	9,18	4,11	13,31	4,50	6,21	
1901	.	19,28	2,28	2,33	4,61	3		1		4,11	14,21	2,73	17,64	7,16	4,15	12,11	4,32	6,64	

Note.—For totals see

\* Excluding Parlakhimedi Light

† Transferred partly to the Bengal-Nagpur railway

‡ Decrease, due to ballast train earnings credited to railway material

§ Excluding the traffic on the Jamnagar railway from the 8th April to

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Appendix 17.  
Goods earnings.

from Goods traffic of each railway (by systems).

graphs 25, 31, 32, 33 and 34 of Report )

key to the code letters used to express railway systems.

				3' 34"																2' 6"	2' 0"	Gauge.
10		11		12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	Class No.		
N G S. system		M. system.						R. and K system														
N G (a) & (b)	H. G (c).	M (a) to (c).	N (d).	B. D	D S.	A B	D.	R. and N. W.	R. and K. L. (c)	B.	U. C.	R. G. J. P.	S. M.	W. L. P.	S. L.	B	N R. W.	D. H	Calend. Year.			
GENERAL MERCHANDISE.																						
14,10	.	6,52	...	2,03	2,93	2,20	4	24,00	5,1.	...	6,60	32	0,17	56,65	80	39,01	76,79	1,12	4,14	1897		
10,41	..	5,002	.	1,54	2,92	3,21	5	20,90	0,00	...	7,04	30	0,05	15,00	1,09	30,30	40,00	1,13	3,05	1898		
19,02	30	55,78	32	1,54	3,11	4,10	4	26,40	8,61	...	14,00	1,00	10,20	30,02	1,10	20,11	18,11	1,05	1,...	1899		
20,14	5,63	58,82	46	2,27	3,38	4,75	4	30,11	5,07	.	11,54	2,1.	1,17	5,41	1,75	1,55	51,55	1,02	4,51	1900		
19,02	9,...	75,70	102	3,2.	1,30	7,44	5	42,74	8,05	2,1	11,51	1,1.	7,09	44,00	1,50	45,57	56,10	0,...	4,07	1901		
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.																						
1,0,...		5,00	...	...	1,45	1,...	...	64	...	...	1	...	...	...	...	15	1	4	9	1897		
1,0,...	...	7,...	...	3	3,72	12	...	72	.	...	1	.	5	15	.	15	...	1	12	1898		
12,1.		1	...	8	4,07	70	...	7.	1	...	2	.	11	11	.	70	...	7	11	1899		
11,0,1	8	1,05	.	13	4,07	23	...	73	1	...	11	...	5	1.	...	22	1	2	15	1900		
12,1	1,1	1,05	...	9	1,53	31	...	75	1	...	1,...	1	.	13	.	27	...	1	12	1901		
MILITARY STORES.																						
11	..	70	...	.	...	1	...	...	5	...	...	...	...	16	.	1	25	1	1	1897		
10		70	...	...	...	.	...	...	4	...	.	...	...	11	.	1	21	...	.	1898		
20	...	10	1	...	...	2	...	.	2	...	...	...	...	10	.	3	15	...	3	1899		
15	1	5	1	...	...	1	...	.	2	...	...	.	...	13	...	7	19	.	3	1900		
21	1	01	1	.	.	1	...	...	4	.	.	.	...	10	...	11	-7	...	3	1901		
LIVE STOCK.																						
8	.	40	...	...	...	...	...	2	1	...	1	...	2	14	.	7	1,34	...	...	1897		
7	...	30	...	.	...	...	...	1	...	...	1	...	1	7	...	5	1,17	...	...	1898		
6	...	46	...	1	1	...	...	2	1	...	1	...	1	12	.	0	1,17	.	...	1899		
9	4	63	.	...	1	2	...	1	...	9	4	5	11	...	15	1,06	6	...	...	1900		
6	...	81	...	...	...	1	...	2	...	...	2	...	1	15	...	16	1,34	...	...	1901		
REVENUE STORES, INCLUDING COAL, AND MATERIAL FOR CONSTRUCTION.																						
1,11	..	1,36	...	22	2	1,74	...	2,46	24	...	11	2	34	4,25	1	1,40	1,27	2	14	1897		
92	..	1,64	...	5	1	1,92	...	1,88	23	...	34	...	20	3,21	...	1,52	2,51	1	15	1898		
1,78	2	1,78	2	8	4	1,00	.	3,00	20	...	44	1	17	2,71	2	1,55	3,47	1	10	1899		
1,40	06	1,03	2	6	4	1,04	...	2,40	21	...	82	2	19	2,57	1	1,24	3,51	1	20	1900		
1,00	1,21	3,00	1	3	2	3,00	...	3,37	27	1	87	1	11	1,72	4	1,13	4,82	2	4	1901		

Appendix 13.

railway, as the line was opened from the 22nd April 1901 only.  
and partly to the Madras railway from the 1st January 1901  
for construction in previous years being credited to "Sundries" in 1901,  
the 30th June 1897, for which no detailed statistics were maintained.



**Appendix 18.**  
Principal Commodities—Summary.

APPEN

of

*Principal commodities carried by Indian railways treated as one*

(Referred to in para

(Details for each railway system

Port or No	DESCRIPTION OF COMMODITY	QUANTITY		PACKAGES		QUANTITY		PACKAGES	
		1940	1941	1940	1941	Increase	Decrease	Increase	Decrease
		Tons	Tons	Rs.	Pcs.	Tons	Tons	Rs.	Rs.
I	MATERIALS FOR THE CONSTRUCTION OF RAILWAYS, BRIDGES, CANALS, AND OTHERS	1,282	1,211	1,000,000	1,520,000	100		5,000	
II	COAL AND COKE CARRIED FOR THE TROPIC AND TROPICAL RAILWAYS	7,271,200	8,000,000	1,000,000,000	2,140,540,000	1,200,000		23,610,000	
III	COTTON—								
	1 Raw	1,200,000	1,200,000	1,000,000,000	1,200,000,000	100		1,000,000	
	2 Manufactured—								
	(a) Twisted and yarn European	12,700	12,700	1,000,000	1,000,000			1,000,000	
	(b) Twisted and yarn Indian	10,000	10,000	1,000,000	1,000,000			1,000,000	
	(c) Piece-goods, European	1,000,000	1,000,000	1,000,000	1,000,000			1,000,000	
	(d) Piece-goods, Indian	1,000,000	1,000,000	1,000,000	1,000,000			1,000,000	
	(e) Others	1,000	1,000	1,000	1,000			1,000	
IV	CHEMICALS, INCLUDING SULPHUR	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
V	DRUGS—								
	1 Intoxicating, other than opium	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
	2 Non-intoxicating—								
	(a) Medical preparation	1,000	1,000	1,000,000	1,000,000			1,000,000	
	(b) Others	1,000	1,000	1,000,000	1,000,000			1,000,000	
VI	DRUGS AND DRUGS—								
	1 Al (Maurice) (Maurice)	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
	2 Al (Maurice) (Maurice)	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
	3 Al (Maurice) (Maurice)	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
	4 Al (Maurice) (Maurice)	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
	5 Al (Maurice) (Maurice)	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
	6 Al (Maurice) (Maurice)	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
	7 Al (Maurice) (Maurice)	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
	8 Al (Maurice) (Maurice)	1,000	1,000	1,000,000	1,000,000	100		1,000,000	
VII	FOODS—								
	1 Cereals	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
	2 Fats, oils and derivatives	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
VIII	TEXTILES—								
	1 Cotton	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
IX	OTHERS—								
	1 Grain and oil	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
	2 Grain and oil	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
	3 Rice in the bag	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
	4 Rice in the bag	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
	5 Wheat	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
	6 Wheat flour	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
	7 Others	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	
	Carried over	1,000,000	1,000,000	1,000,000,000	1,000,000,000	100		1,000,000,000	

DIX 18.

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Appendix 18.  
Principal Commodities—Summary.

system and the earnings therefrom during the Calendar year 1901.  
graphs 35 and 36 of Report  
are shown in Appendix 19.)

Page- No.	Description of commodity—unit	Quantity		Value		Quantity		Value	
		1900	1901	1900	1901	1900	1901	1900	1901
		Tons	Tons	Per 100,000	Per 100,000	Tons	Tons	Per 100,000	Per 100,000
	Brought forward								
I	Iron and steel—								
	(a) Holes of rail—								
	(1) Domestic	30,000	30,000	4,000,000	4,000,000	30,000	30,000	4,000,000	4,000,000
	(2) Foreign	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(3) Total	40,000	40,000	5,000,000	5,000,000	40,000	40,000	5,000,000	5,000,000
II	Steel—								
	(a) Domestic	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(2) Foreign	2,000	2,000	200,000	200,000	2,000	2,000	200,000	200,000
	(3) Total	12,000	12,000	1,200,000	1,200,000	12,000	12,000	1,200,000	1,200,000
	(4) Total	52,000	52,000	6,200,000	6,200,000	52,000	52,000	6,200,000	6,200,000
III	Copper—								
	(a) Domestic	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(2) Foreign	2,000	2,000	200,000	200,000	2,000	2,000	200,000	200,000
	(3) Total	12,000	12,000	1,200,000	1,200,000	12,000	12,000	1,200,000	1,200,000
	(4) Total	22,000	22,000	2,200,000	2,200,000	22,000	22,000	2,200,000	2,200,000
IV	Lead—								
	(a) Domestic	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(2) Foreign	2,000	2,000	200,000	200,000	2,000	2,000	200,000	200,000
	(3) Total	12,000	12,000	1,200,000	1,200,000	12,000	12,000	1,200,000	1,200,000
	(4) Total	22,000	22,000	2,200,000	2,200,000	22,000	22,000	2,200,000	2,200,000
V	Zinc—								
	(a) Domestic	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(2) Foreign	2,000	2,000	200,000	200,000	2,000	2,000	200,000	200,000
	(3) Total	12,000	12,000	1,200,000	1,200,000	12,000	12,000	1,200,000	1,200,000
	(4) Total	22,000	22,000	2,200,000	2,200,000	22,000	22,000	2,200,000	2,200,000
VI	Aluminum—								
	(a) Domestic	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(2) Foreign	2,000	2,000	200,000	200,000	2,000	2,000	200,000	200,000
	(3) Total	12,000	12,000	1,200,000	1,200,000	12,000	12,000	1,200,000	1,200,000
	(4) Total	22,000	22,000	2,200,000	2,200,000	22,000	22,000	2,200,000	2,200,000
VII	Iron ore—								
	(a) Domestic	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(2) Foreign	2,000	2,000	200,000	200,000	2,000	2,000	200,000	200,000
	(3) Total	12,000	12,000	1,200,000	1,200,000	12,000	12,000	1,200,000	1,200,000
	(4) Total	22,000	22,000	2,200,000	2,200,000	22,000	22,000	2,200,000	2,200,000
VIII	Others—								
	(a) Domestic	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(2) Foreign	2,000	2,000	200,000	200,000	2,000	2,000	200,000	200,000
	(3) Total	12,000	12,000	1,200,000	1,200,000	12,000	12,000	1,200,000	1,200,000
	(4) Total	22,000	22,000	2,200,000	2,200,000	22,000	22,000	2,200,000	2,200,000
Carried over		22,737,117	22,737,117	2,737,117	2,737,117	22,737,117	22,737,117	2,737,117	2,737,117

# Appendix 18. Principal Commodities—Summary.

APPEN

Sum  
of

*Principal commodities carried by Indian railways treated as one*  
(Referred to in paragraphs  
(Details for each railway system

Program- me No.	DESCRIPTION OF COMMODITIES— <i>and</i>	QUANTITY.		EARNINGS.		QUANTITY		EARNINGS	
						Increase.	Decrease.	Increase	Decrease
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward . . .	77,111	1,354,116	2,81,29,005	12,11,81,118		1,375,776		40,11,517
<b>XIX</b>	<b>OILSEEDS—</b>								
	1. Castor . . . . .	127,17		7,10,277	11,01,049	93,790		4,50,261	
	2. Earthnuts . . . . .	21,503		—	1,58,062	62,305		98,015	
	3. Linseed . . . . .	4,111	5,127	2,11,551	3,05,110	130,872		12,53,505	
	4. Poppy . . . . .	94	10,200	7,15,551	7,11,326		1,701	31,775	
	5. Rape and mustard . . . . .	31,000		1,10,007	1,01,008	402,921		46,43,612	
	6. Til or sunb . . . . .	33,415		27,15,071	25,11,117			17,113	
	7. Cotton seed . . . . .	5,111				1,74,425		10,58,077	
	8. Others . . . . .	10,111		1,11,071	1,11,105	99,511		8,11,110	
<b>XX</b>	<b>OILS . . . . .</b>	2,111		1,11,111	4,11,111		4,111		1,11,111
<b>XXI</b>	<b>PAPER AND PAPER-BOARD . . . . .</b>	41,111		4,31,111	1,11,111				
<b>XXII</b>	<b>PROVISIONS—</b>								
	1. Dried fruits . . . . .			1,11,111	1,11,111				1,11,111
	2. Ghee . . . . .			1,11,111	1,11,111				1,11,111
	3. Potatoes . . . . .					1,111			
	4. Others . . . . .					1,111			
<b>XXIII</b>	<b>RAILWAY PLANT AND MATERIALS—</b>								
	1. Locomotives, engines and tanks and parts thereof . . . . .								
	2. Carriages and trucks and parts thereof . . . . .					1,111			
	3. Materials—								
	(a) Steel rails and fish-plates . . . . .	51,774		2,61,111	1,11,111		1,111	1,11,111	
	(b) Sleepers and keys of steel and cast iron . . . . .	3,111		1,11,111	7,11,111			8,11,111	
	(c) Sleepers of wood . . . . .			1,11,111	6,11,111	1,111		4,11,111	
	(d) Others . . . . .		1,111	1,11,111	1,11,111		1,111	2,11,111	
<b>XIV</b>	<b>SALT . . . . .</b>		1,111						1,111
<b>XXV</b>	<b>SALTPETRE AND OTHER SALINE SUBSTANCES—</b>								
	1. Saltpetre . . . . .		1,111	1,11,111	3,11,111			6,11,111	
	2. Other saline substances . . . . .			3,11,111	2,7,111			2,5,111	
<b>XXVI</b>	<b>SILK—</b>								
	1. Raw—								
	(a) Foreign . . . . .	1,111	1,111	1,11,111	2,11,111	281		6,11,111	
	(b) Indian . . . . .	2,111	3,111	3,11,111	6,11,111	1,111		2,11,111	
	2. Refined—								
	(a) Foreign . . . . .	171	1,111	6,11,111	11,11,111			5,551	
	(b) Indian . . . . .	447	3,111		1,11,111		94		4,659
<b>XXVII</b>	<b>SPICES—</b>								
	1. Betel-nuts . . . . .	85,111	87,111	9,11,111	1,11,111	1,231		1,117	
	2. Cardamoms . . . . .	2,111			3,11,111		279		7,716
	3. Chillies . . . . .		6,111	2,11,111	8,11,111	1,211		6,11,111	
	4. Ginger . . . . .			5,11,111	1,11,111	183		5,11,111	
	5. Pepper . . . . .		6,111	1,11,111	1,11,111		143		1,853
	6. Others . . . . .	51,111	6,111	4,11,111	7,11,111	16,111		2,11,111	
	Carried over . . . . .		2,11,111	5,11,111	1,11,111	558,701		14,71,111	

## DIX 18—concluded.

Appendix 18.  
Principal Commodities—Summary.

mary

system and the earnings therefrom during the Calendar year 1901.  
35 and 36 of Report).  
are shown in Appendix 19.)

Progressive No.	DESCRIPTION OF COMMODITY— comid.	QUANTITY.		EARNINGS		QUANTITY.		EARNINGS.	
		1900.	1901.	1900.	1901.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward	27,24,140	1,70,70,000	1,01,50,347	10,1,70,320	—	55,000	41,71,91	—
XXVIII	STONE AND LIME . . . .	1,17,5,400	1,213,217	23,30,405	26,7,015	3,517	—	1,40,517	—
XXIX	SUGAR—								
	1. Refined or crystallized, including sugar candy . . . .	201,516	321,114	27,70,24	35,4,145	62,971	—	7,61,024	—
	2. Unrefined—								
	(a) Sugar . . . .	170,140	250,211	11,04,746	15,1,145	80,781	—	4,00,707	—
	(b) Gums, resins, essences, and other saccharine products . . . .	31,376	70,903	4,15,500	6,2,900	2,099,2	—	17,50,17	—
XXX	TEA—								
	1. Foreign . . . .	1,111	1,200	11,711	2,1,1	—	250	—	6,139
	2. Indian . . . .	142,111	1,1271	1,3,20,422	11,417	10,116	—	2,111	—
XXXI	TORACON—								
	1. Unmanufactured . . . .	174,31	221,11	17,11,71	1,1,70,11	47,11	—	2,30,471	—
	2. Manufactured—								
	(a) Cotton . . . .	4,111	1,111	2,1,11	9,1,11	6,11	—	3,5,11	—
	(b) Other goods . . . .	11,402	11,11	1,1,1,11	1,1,1,11	—	19,11	1,11	—
XXXII	WOOD—								
	1. Timber, merchantable . . . .	81,116	81,111	5,90,11	27,1,1,50	51,111	—	1,1,111	—
	2. Manufactures . . . .	5,111	6,111	4,1,11	4,1,11	—	—	6,1,11	—
XXXIII	WOOL—								
	1. Raw . . . .	30,214	30,111	3,1,11	5,1,11	—	41	—	3,111
	2. Manufactured—								
	(a) Carpet and rugs . . . .	2,111	2,111	4,1,11	11,11	—	1,11	—	2,1,11
	(b) Processed, European . . . .	1,111	2,111	3,1,11	4,1,11	2,11	—	1,1,11	—
	(c) Processed, Indian . . . .	6,111	7,111	1,1,1,11	1,1,1,11	—	1,1,11	—	4,1,11
	(d) Other goods of manufacture . . . .	2,111	7,111	4,1,11	1,1,1,11	1,111	—	2,1,11	—
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—								
	1. Dopes . . . .								
	2. Linwood . . . .								
	3. Indigo seed . . . .								
	4. Paint and colours . . . .								
	5. Seed, other than oil-seeds . . . .	2,1,1,11	2,1,1,11	1,44,7,11	1,52,5,11	3,1,1,11	—	5,1,1,11	—
	6. Manures . . . .								
	7. Lucifer matches . . . .								
	8. Others . . . .								
	GRAND TOTAL	33,148,271	13,11,1,11	10,16,1,11	11,01,1,11	2,1,1,11	—	2,1,1,11	—
XXXV	ANIMALS—								
	1. Horses . . . .	8,74	8,475	3,37,251	3,25,159	—	252	—	31,198
	2. Cattle . . . .	75,703	50,730	10,16,023	7,01,107	—	—	—	3,14,486
	3. Sheep, etc. . . .						24,975	—	—
	4. Elephants . . . .	32,176	32,672	4,97,525	5,01,571	4,6	—	23,046	—

Appendix 19.  
Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems)  
(Referred to in paragraphs

Pre- sensitive No.	GAUGE.		5' 6"							
	CLASSIFICATION NO.		1		2		3		4	
	Railway.		East Indian.		Eastern Bengal.		Bengal Central		Bengal-Nagpur (a) & (b).	
	Description of commodity.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	APPAREL, INCLUDING DRAPERY, HABERDASHERY, MILLINERY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES . . . . .		3,345	1,23,034	1,025	11,248	61	480	355	11,358
II	COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS . . . . .		5,203,751	1,82,25,301	202,222	2,70,120	28,629	30,874	805,032	8,69,543
III	COTTON—									
	1. Raw . . . . .		51,003	6,00,170	3,532	12,410	91	601	17,137	2,11,654
	2. Manufactured—									
	(a) Twist and yarn, European . . . . .		1,012	55,913	3,280	25,200	443	2,379	2,105	10,021
	(b) Twist and yarn, Indian . . . . .		18,010	1,80,000	3,111	23,227	25	117	11,770	1,41,340
	(c) Piece-goods, European . . . . .		58,038	10,00,000	27,745	2,70,200	1,404	8,511	3,010	35,177
	(d) Piece-goods, Indian . . . . .		10,211	15,225	1,144	6,415	27	129	3,821	67,837
	(e) Others . . . . .		1,183	34,373	..	..	..	..	..	..
IV	CHEMICALS, EXCEPTING SALT-PETRE . . . . .		3,438	68,055	241	3,322	..	17	195	2,303
V	DRUGS—									
	1. Intoxicating other than opium . . . . .		202	4,080	182	3,091	4	39	63	1,283
	2. Non-intoxicating—									
	(a) Medical preparations . . . . .		487	16,098	..	..	24	336	..	..
	(b) Others . . . . .		3,916	52,510	789	12,277	4	40	776	7,059
VI	DYES AND TANS—									
	1. Al (Morinda Citrifolia) . . . . .		174	1,510	..	..	..	..	..	..
	2. Alizarine and aniline dyes . . . . .		170	0,120	..	..	..	..	..	..
	3. Futch . . . . .		1,117	13,323	212	1,407	12	34	..	..
	4. Indigo . . . . .		1,014	0,000	101	1,001	..	..	..	..
	5. Metabolams . . . . .		6,223	5,000	..	..	..	..	..	..
	6. Tanning barks . . . . .		4,111	12,017	..	..	14	70	23,912	1,04,144
	7. Turmeric . . . . .		6,412	1,11,013	3,003	21,334	420	1,815	2,003	27,003
	8. Others . . . . .		4,082	42,013	127	1,013	2	23	2,925	11,103
VII	FODDER—									
	1. Oil-cake . . . . .		30,779	1,61,050	528	12,718	905	2,053	1,443	6,870
	2. Hay, straw and grass . . . . .		12,240	4,000	30,201	34,501	4	10	1,445	3,441
VIII	FRUITS AND VEGETABLES, FRESH . . . . .		8,301	1,000	5,003	35,017	4,412	14,200	7,464	64,033
IX	GRAIN AND PULSE—									
	1. Gram and pulse . . . . .		271,231	10,00,000	405,111	1,15,878	1,857	4,810	43,146	2,40,680
	2. Juar and Batta . . . . .		2,000	1,000	..	..	..	..	..	..
	3. Rice in the husk . . . . .		2,000	2,000	..	..	..	..	..	..
	4. Rice not in the husk . . . . .		27,000	13,45,000	102,000	1,11,500	2,000	6,700	1,5,117	10,20,043
	5. Wheat . . . . .		2,000	1,00,000	2,000	10,000	6	21	25,135	1,70,858
	6. Wheat flour . . . . .		2,000	1,00,000	1,000	1,000	2,000	811	1,000	8,100
	7. Others . . . . .		87,301	4,12,500	1,257	4,410	0	40	13,208	3,804
X	HIDES AND SKINS—									
	1. Hides of cattle—									
	(a) Dried or tanned . . . . .		1,005	22,000	9,711	57,308	..	..	..	..
	(b)—Raw . . . . .		22,413	3,00,000	..	..	407	2,320	7,342	76,268
	2.—Skins of sheep, &c.—									
	(a) Dried or tanned . . . . .		602	12,000	900	5,278	..	..	..	..
	(b)—Raw . . . . .		2,000	1,00,000	..	..	81	504	..	..
XI	HORNS . . . . .		608	8,300	200	463	..	..	594	4,657
XII	HEMP (INDIAN) AND OTHER FIBRES, EXCLUDING JUTE . . . . .		7,000	1,00,000	2,377	15,191	306	1,228	7,945	44,018
XIII	JUTE—									
	1. Raw . . . . .		71,134	3,17,280	5,20,822	42,05,654	74,830	2,61,262	..	..
	2. Gunny bags and cloth . . . . .		50,418	8,10,500	10,014	84,252	380	1,607	8,598	89,027
XIV	LAC . . . . .		19,147	2,83,177	1,197	7,192	..	..	5,971	37,247
XV	LEATHER—									
	1. Unwrought . . . . .		1,111	48,500	..	..	..	..	807	2,823
	2. Wrought, excepting boots and shoes . . . . .		745	20,148	12	95	2	12	..	..
	Carried over . . . . .		6,735,810	2,99,34,094	1,233,478	60,02,877	119,041	3,43,713	1,194,123	35,18,270

## DIX 19.

Appendix 19.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.  
(35 and 36 of Report).

5' 6"										Progressive No.
5		6		7		8		9		
Calcutta Port Commissioners		Oudh and Rohilkhand		North Western		Great Indian Peninsula		Bombay, Baroda and Central India (a) to (c) & (d) & (e)		
Quantity.	Earnings	Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Earnings.	Quantity	Earnings	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	I
26	38	868	10,030	3,171	75,722	1,144	57,635	313	7,323	II
22,752	7,761	33,566	1,23,467	31,675	1,22,420	160,217	4,20,516	69,922	2,82,180	III
726	581	8,988	58,513	65,602	7,02,205	338,443	8,14,035	116,252	11,26,607	IV
83	95	2,817	22,310	2,248	4,330	6,045	1,01,354	170	2,710	V
1,059	1,731	8,004	61,825	6,576	1,01,344	13,924	1,45,100	10,097	1,30,715	VI
17,201	18,510	6,013	63,223	23,475	6,17,477	26,851	8,08,046	4,228	91,050	VII
2,578	1,844	5,62	50,000	24,340	4,80,200	11,715	2,51,940	25,810	4,51,370	VIII
...	...	434	4,007	686	1,14,000	545	1,00,117	388	7,553	IX
188	133	750	7,401	1,241	30,251	1,167	30,802	2	76	X
68	77	202	3,114	370	6,007	34,502	4,01,225	23	798	XI
...	...	10	454	368	1,05,000	216	7,147	3	52	XII
798	769	1,730	17,514	10,063	1,40,200	5,205	1,42,901	3,025	51,427	XIII
...	...	30	702	...	...	130	1,010	56	643	XIV
...	...	131	1,600	700	1,18,53	1,417	48,500	377	8,100	XV
31	40	307	2,100	23	170	701	15,000	110	731	XVI
8	7	21	4,000	1,400	5,00,000	307	10,000	65	1,103	XVII
3	5	255	1,000	307	4,100	3,131	2,00,000	41	623	XVIII
...	...	313	2,000	212	1,100	1,000	67,700	107	52	XIX
2,263	1,800	2,307	20,208	4,303	5,127	8,303	1,20,000	2,772	4,104	XX
207	05	634	6,000	6,001	84,116	2,745	4,00,000	3,703	63,152	XXI
102	78	2,100	7,000	7,121	30,852	10,000	57,000	5,504	37,631	XXII
488	200	6,401	1,3,814	21,510	1,10,000	18,000	60,000	50,154	1,00,105	XXIII
590	466	11,044	4,00,000	21,400	1,00,500	23,100	1,08,015	20,278	1,17,507	XXIV
32,052	22,221	100,474	4,70,000	1,5,100	10,81,000	244,000	28,00,000	10,1,000	5,42,315	XXV
15	17	71,000	3,17,000	247,000	1,10,000	22,000	21,00,000	1,000	3,00,743	XXVI
472	417	3,000	1,00,000	2,310	1,00,000	1,000	1,00,000	7,000	3,00,000	XXVII
28,172	20,200	4,000	1,00,000	1,00,000	7,00,000	1,00,000	6,00,000	6,00,000	7,00,000	XXVIII
4,280	2,832	101,400	6,58,000	6,00,000	6,00,000	1,00,000	11,00,000	42,500	2,00,211	XXIX
1,150	1,253	7,555	2,00,000	2,00,000	1,00,000	1,00,000	1,00,000	4,000	4,000	XXX
2,040	2,000	83,008	5,00,000	44,000	2,22,000	3,000	3,00,000	22,000	1,00,000	XXXI
...	...	5	10	400	3,700	1,460	2,00,000	81	1,000	XXXII
55	95	5,353	3,00,000	10,200	1,10,407	4,300	7,00,000	1,300	9,428	XXXIII
...	...	...	...	100	2,700	800	1,00,000	4	00	XXXIV
...	...	1,573	6,000	9,900	1,10,000	6,000	7,00,000	1,754	23,212	XXXV
3	6	917	4,433	404	4,403	1,113	16,500	192	3,410	XXXVI
1,461	1,000	7,540	27,159	810	6,357	13,735	2,16,000	237	2,810	XXXVII
...	...	...	...	...	...	...	...	...	...	XXXVIII
370,104	1,54,007	66	367	88	960	300	3,000	1,105	6,000	XXXIX
4,115	3,800	13,902	77,700	45,082	3,31,408	21,270	2,35,105	9,142	5,20,005	XL
1,972	4,201	478	3,301	750	7,290	576	7,080	115	516	XLI
...	...	10	75	1,680	22,665	947	15,057	306	2,107	XLII
20	5	188	2,027	2,288	45,519	802	22,185	1,093	15,564	XLIII
496,363	2,46,983	607,202	31,65,647	1,671,813	1,44,86,964	1,561,769	2,02,08,052	1,87,524	48,38,100	XLIV

# Appendix 19. Principal Commodities—Details.

## APPEN

### Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Pro- gressive No.	CLASSIFICATION No.	Rate	Gauge.		5' 6"					
			Eastern Bengal		Bengal Central		Bengal Nagpur (a)			
			Quantity		Quantity		Quantity		Quantity	
			Earnings		Earnings		Earnings		Earnings	
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward		6,735,810	2,01,34,704	1,233,478	6,02,877	110,041	3,43,717	1,194,123	35,18,270
<b>XVI</b>	<b>Liquors—</b>									
1.	Ale and beer		6,003	66,572	275	2,081		18	815	3,800
2.	Spirits of all kinds, including country spirits		608	10,440	14	154	12	53	348	2,004
3.	Wine		1,172	45,578	897	13,045	20	391	204	3,528
4.	All other sorts, including toddy and fermented liquor other than ale and beer		81							
<b>XVII</b>	<b>Metals—</b>									
1.	Brass, unwrought		015	15,041	211	1,587	6	31		
2.	Brass, wrought		7,403	78,820	2,064	21,882	104	614	1,115	11,000
3.	Copper, unwrought		103	3,001	175	1,000				
4.	Copper, wrought		594	6,410	152	2,115	19		102	2,431
5.	Iron and steel—									
(a)	Cast		10,600	60,028	1,771	7,001	15		647	6,502
(b)	Unwrought		107	13,775						
(c)	Wrought		42,601	5,58,700	15,000	11,007			1,721	1,007
(d)	Manganese		1,002	2,15,000	4,000	10,000	51		2,132	2,078
6.	Zinc and spelter		1,000							
7.	Others		1,510	9,227	2,030				1,147	1,505
<b>XVIII</b>	<b>Oils—</b>									
1.	Kerosene		7,000	6,000			10	0,871		1,21,071
2.	Castor		1,000	1,000	100	1,000	2	8	10	2,000
3.	Cocconut		1,000	1,000	1,000	1,000	12	400	60	7,000
4.	Mustard and rape		1,000	1,000	1,000	1,000	8	2,704	1,000	1,000
5.	Other				600			31	1,000	1,000
<b>XIX</b>	<b>Oil seeds—</b>									
1.	Castor		1,000	1,000						
2.	Peanuts		1,000	1,000						
3.	Mustard		2,000	2,000	10,000	20,000	1,200	2,000	5,000	4,000
4.	Poppy		2,000	2,000			10	47		
5.	Rapeseed and mustard		1,000	1,000	2,000	2,000	3,000	5,000	7,000	7,000
6.	Other seeds		1,000	1,000	1,000	1,000	1,000	2,000	10,000	1,000
7.	Cottonseed		1,000	1,000						
8.	Others		2,000	2,000	125	300	61	102	14,210	64,042
<b>XX</b>	<b>Opium</b>		8,000	1,000	17	225	1	11	36	1,100
<b>XXI</b>	<b>Paper and paper-board</b>		8,000	1,000						
<b>XXII</b>	<b>Provisions—</b>									
1.	Dried fruits		6,000	6,000			10	800	5,772	48,000
2.	Grain		10,000	10,000			40	2,000	2,000	31,000
3.	Pulses		4,000	4,000						
4.	Others		20,000	20,000	11,400	11,400	151	740	3,290	
<b>XXIII</b>	<b>RAILWAY TRAIL AND ROLLING STOCK CARRIED FOR THE PUBLIC BY THE RAILWAYS—</b>									
1.	Locomotives, engines and parts thereof		805	0,211	800	256			164	1,762
2.	Cars, trucks and parts thereof		10,000	62,000	110				115	1,734
3.	Material for rails and fish-plate		5,000	5,000	1,212	0,785			203	1,245
(a)	Steel rails and fish-plate		1,000	10,000	3,400	9,497			225	2,036
(b)	Steel rails and fish-plate		1,000	1,000						
(c)	Steel rails and fish-plate		1,000	1,000						
(d)	Others		3,000	1,13,410	2,700	12,800			51,087	2,44,032
<b>XXIV</b>	<b>SALT</b>		23,000	11,40,000	72,000	3,61,780	4,300	10,600	66,450	3,83,821
<b>XXV</b>	<b>SALTPETRE AND OTHER SALINE SUBSTANCES—</b>									
1.	Saltpetre		2,000	2,000	46	288	5	17		
2.	Other saline substances		15,000	1,10,000	1,771	6,100	60	228		
	Carried over		2,000	2,000	1,528,500	71,05,000	134,300	3,85,417	1,522,708	49,99,046

## DIX 19—continued.

and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report )

Appendix 19.  
Principal Commodities—Details.

5' 6'

Calcutta Port Commissioners		Oudh and Rohilkhand		North Western		Great Indian Peninsula		B. B. P. 1 to (d) and (e)		Regulative No.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.		
4,636 1/2	2,46,083	6,72,202	31,65,017	1,67,1,813	1,44,80,064	1,56,1,714	2,02,01,052	68,7,534	4,4,39,100	XVI
47	50	5,717	21,708	7,011	7,0613	6,744	1,18,320	1,420	21,800	
4	7	1,785	16,024	1,801	61,581	3,101	55,704	1,940	1,274	
71	95	820	10,005	1,725	45,408	517	21,815	947	14,390	
				185	3,341	200	1,074	40	301	
										XVII
1,240	1,470	43	421	301	3,075	1,851	31,350	675	7,214	
40	37	3,708	24,812	1,020	20,367	2,235	30,415	400	19,322	
85	81	24	105	73	1,732	555	9,821	173	2,105	
		107	1,235	617	8,330	1,055	1,000	641	6,717	
267	180	2,221	11,095	716	5,187		31,720	402	4,048	
27	24	52	170	301	3,271	7141	1,00,000	400	3,375	
13,570	0,815	10,070	61,833	33,317	5,110	20,014	4,011	20,000	1,05,000	
6,407	2,437	2,120	20,170	10,716	1,87,000	4,015	99,000	5,000	7,410	
2,083	1,534	1,012	4,541	2,464	40,814	43,507			33,038	
										XVIII
40		1,181	82,210	18,524	3,52,010	50,872	7,05,714	15,000	1,60,700	
20	58	100	401	470	4,000	0	11,211	877	5,440	
514	637	60	424	2,000	20,100	2,500	6,000	700	0,072	
651		757	4,000	3,000	31,055	200	820	25	810	
544	134	634	4,010	3,17	34,238	7,792	8,000	2,000	25,572	
										XIX
1,114		4,00		225	1,113	41,004	3,07,313	1,781	1,54,327	
		50	202	1	0	1,117	51,000		4,000	
34,102	10,412	42,000	1,74,000	10,000	1,55,000	70,044	10,000	0,000	7,000	
408	471	11,700	40,000	713	4,000	17,000	2,000	1,000	1,000	
10,000	7,000	3,000	1,000	15,000	21,71410	4,000	0,000	8,000	5,000	
800	680	10,350	4,000	20,000	1,74,377	10,000	10,000	20,530	1,00,000	
				10,000	10,000	15,000	10,000			
430	301	6,077	26,005	8,000	0,000	11,720	9,000	0,171	5,000	
6,263	6,048	1,232	20,700	95		400	12,300	1,044	0,208	XX
6,305	4,859	3,185	17,020	2,400	38,200	3,008	70,004	1,818	27,251	XXI
										XXII
0	7	2,020	10,008	21,000	4,04,343	35,571	5,00,000	20,074	2,01,280	
609	600	2,118	12,700	7,018	80,800	10,174	2,00,000	0,000	0,000	
1,150	1,159	1,249	13,538	10,385	1,04,102	20,012	3,10,000	27,070	1,10,088	
										XXIII
274						686	4,073	90	415	
3,832						1,382	7,070	1,002	4,472	
16,592	735			616	3,941	7,620	37,317	3,390	10,000	
34						2,771	22,618	520	387	
6,093	9	650	3,004	23,200	1,87,012	15,038	2,21,118	21,180	75,825	
90	47	70,035	2,02,778	110,462	7,48,960	187,743	10,44,376	104,245	4,53,002	XXIV
										XXV
3,758	1,002	550	1,700	3,648	24,028	320	4,770	1,004	0,107	
34	35	201	815	8,207	74,087	2,820	30,400	744	10,803	
615,280	3,09,078	846,499	43,14,030	2,311,937	2,13,85,208	2,496,740	3,09,20,953	1,149,802	75,91,115	



Appendix 19.  
Principal Commodities—Details.

## APPEN

## Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Pro- gressive No.	GAUGE.  CLASSIFICATION No.  Railways.  Description of commodity—continued	5' 6"							
		1		2		3		4	
		Last Indian.		Eastern Bengal.		Bengal Central.		Bengal-Nagpur. (a) & (b)	
		Quantity	Earnings.	Quantity	Earnings	Quantity	Earnings	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward . . . . .	7,006,707	3,03,04,047	1,52,8,591	71,65,002	134,379	3,85,417	1,522,708	40,00,046
XXVI	SILK—								
	1. Raw—								
	(a) Foreign . . . . .	1	16	181	1,827	...	...	354	6,209
	(b) Indian . . . . .	897	12,711						
	2. Piece-goods—								
	(a) Foreign . . . . .	3	79			...	...	...	...
	(b) Indian . . . . .	111	4,864			...	...	...	...
XXVII	SPICE—								
	1. Betel-nuts . . . . .	10,885	2,10,641	9,301	70,708	4,640	16,515	2,733	26,118
	2. Cardamoms . . . . .	430	11,379	207	5,603				
	3. Cloves . . . . .	7,615	1,37,314	2,511	1,003	217	588	3,476	37,076
	4. Ginger . . . . .	711	7,214	841	14,003				
	5. Pepper . . . . .	841	20,400	942	5,106		1		
	6. Others . . . . .	7,200	1,38,110	1,611	10,748	317	944	2,531	18,097
XXVIII	STONE AND LIME . . . . .	215,137	8,72,200	23,327	35,027	1,148	2,050	31,195	1,28,500
XXIX	SUGAR—								
	1. Refined or crystallized, including sugar-candy . . . . .	16,361	1,43,097	8,107	52,074	437	1,714	8,062	56,764
	2. Unrefined—								
	(a) Sugar . . . . .	65,005	3,79,201	11,210	56,700	3,072	8,755	...	...
	(b) Ghee, rash, jawree, mulas and other machine product . . . . .	133,061	6,04,723	10,020	81,836	975	2,868	12,500	1,18,410
XXX	TEA—								
	1. Foreign . . . . .	1	10	18	7,14,303	...	4	270	2,480
	2. Indian . . . . .	1,285	23,324						
XXXI	TOBACCO—								
	1. Unmanufactured . . . . .	32,754	1,21,000	33,400	3,22,894	1,237	5,575	4,352	36,173
	2. Manufactured—								
	(a) Cigar . . . . .	133	3,871	208	3,088	...	70	400	6,452
	(b) Other sorts . . . . .	1,523	30,016			...			
XXXII	WOOD—								
	1. Timber, unwrought . . . . .	61,116	2,08,780	10,152	45,194	2,110	6,140	31,065	1,45,775
	2. Manufactures . . . . .	6,153	70,000	2,314	18,013	204	1,172	1,710	11,012
XXXIII	WOOL—								
	1. Raw . . . . .	1,812	35,845	1,171	20,807			...	
	2. Manufactured—								
	(a) Carpets and rugs . . . . .	1,020	17,361			...	...	...	...
	(b) Piece-goods, European . . . . .	120	1,200			...	...	...	...
	(c) Piece-goods, Indian . . . . .	754	1,100	70	731	...	...	...	...
	(d) Other sorts of manufactures . . . . .	901	2,200						
XXXIV	ALL OTHER SPECIES OF MER- CHANDISE—								
	1. Bones . . . . .	16,236	93,700					15,014	18,645
	2. Firewood . . . . .	20,678	51,000						
	3. Indigo seed . . . . .	8,014	60,780						
	4. Paints and colours . . . . .	2,005	28,000						
	5. Seeds other than oil-seeds . . . . .	5,017	31,100	90,760	5,61,200	4,863	17,211	...	...
	6. Manures . . . . .		...					...	...
	7. Lucifer matches . . . . .		...					...	...
	8. Others . . . . .	410,742	30,13,823					46,652	2,97,984
	TOTAL . . . . .	8,05,528	4,60,30,615	1,74,610	92,74,856	155,108	4,40,530	1,685,049	59,00,416
XXXV	ANIMALS—								
	1. Horses . . . . .	1,411	87,634	13	413	...	...	61	4,609
	2. Cattle . . . . .	2,252	52,571	70	615	...	8	36	509
	3. Sheep, etc . . . . .	1,782	51,944	562	1,477	...	5	1,907	18,334
	4. Ethiopian s . . . . .		...		...	...	...	...	...

## DIX 19—continued.

Appendix 19.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.  
35 and 36 of Report.)

S' 6'

Calcutta Port Commissioners		Oudh and Rohilkhand		North Western.		Great Indian Peninsula.		Bombay, Baroda and Central India (a) (c) & (d) & (f).		Programme No.
Quantity.	Earnings	Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
615,280	3,09,078	846,400	43,14,030	2,311,037	2,13,85,208	1,06,740	3,00,20,053	1,140,802	75,01,115	XXVI
66	106			351 123	7,577 3,837	155	2,365 4,572	405 1,531	6,048 28,518	
	16	84		30 05	64 1,444	82 5	48	63 07	2,005 1,708	XXVII
2,681 251 77 127 181 800	2,513 258 82 110 221 755	2,022 45 1,204 324 115 902	34,701 478 9,417 3,120 1,179 5,374	522 180 4,402 1,005 050 3,207	5,506 2,826 40,308 13,025 10,512 30,058	7,148 50 9,767 400 587 0,122	1,61,260 2,304 1,21,411 11,718 21,888 1,44,73	1,050 22 3,013 (00) 415 8,078	18,582 515 38,758 7,212 6,013 93,861	XXVIII
3,428	1,518	62,264	98,710	358,234	4,42,863	87,870	2,45,355	35,745	87,813	XXIX
33,680	20,790	8,151	40,231	61,071	11,82,007	55,805	10,00,250	35,995	4,26,068	XXX
3,850	3,040	57,623	2,05,361	10,150	6,40,555	9,456	1,00,635	514	4,087	
1,632	1,597	103,031	3,80,072	13,765	9,26,735	87,571	12,28,700	31,070	1,79,434	XXXI
52,814	6,470	1,814	12,604	457 2,341	13,704 37,832	97 682	1,070 19,203	24 200	3,518 3,583	XXXII
1,694	1,560	5,960	27,703	15,248	1,47,033	8,906	96,917	25,314	1,57,064	XXXIII
13 60	29 107		720 1,756	154 1,258	7,740 30,241	882 330	33,000 7,671	420 837	3,283 5,020	XXXIV
3,772 493	3,210 231	8,131 4,382	1,45,425 21,082	78,170 0,817	2,00,001 02,111	34,324 2,407	3,04,416	17,140 3,410	1,01,305 20,870	XXXV
1,769	2,016	310	1,378	12,464	3,40,071	915	17,490	2,165	47,298	XXXVI
2 21	11 24	1 275	4 3,200		4,357 10,112 32,451 13,482	57 230 341 980	2,408 4,208 11,791 15,844	192 137 330 11	5,220 3,019 7,244 131	XXXVII
559	327	145,011	7,41,005							XXXVIII
36,757	18,515			1,141 350,880	59,770 17,45,041	123,176	15,51,161	208,506	10,23,701	XXXIX
750,055	3,72,747	1,32,3,806	61,17,819	349,337	2,73,4,800	3,088,027	1,63,71,348	579,509	1,00,78,770	XXXX
		680 353 7	13,610 4,058 310	3,351 1,872 141	1,05,686 33,451 5,080	521 16,753 12,281	31,870 1,47,960 2,05,388	137 11,023 7,439	4,124 1,56,708 1,49,041	XXXXI

Appendix 19.  
Principal Commodities—Details.

APPEN

## Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Pro- gressive No.	GAUGE.  CLASSIFICATION NO.  Railways.  Description of commodity.	5' 6"						3' 3½"	
		9		10		11		12	
		Rajputana-Malwa / 19 11 1		Nizam's Guaranteed State.		Madras.		Bengal & Assam.	
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	APPAREL INCLUDING DIAPERS, HAPERDASHIRY, MILITARY UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES. . . . .	474	14,071	166	4,331	219	3,840	22	126
II	Coal and coke carried for the public and foreign railways . . . .	15,200	62,870	375,090	12,40,327	542,240	13,04,531	3,056	8,946
III	COTTON—								
	1. Raw . . . . .	66,121	9,87,042	12,715	1,20,110	18,750	1,84,860	.	..
	2. Manufactured—								
	(a) Twist and yarn, European . . . .	226	2,413	3,110	41,116	5,417	40,235	...	...
	(b) Twist and yarn, Indian . . . . .	13,603	7,51,107	20,12	41,176	15,405	1,14,120	44	125
	(c) Piece-goods, European . . . . .	7,925	1,01,117	1,015	40,555	6,550	60,373	417	1,575
	(d) Piece-goods, Indian . . . . .	25,136	6,75,300	1,026	2,30,42	8,071	80,703	22	133
	(e) Others . . . . .	431	10,110	90	1,492	280	2,030	...	...
IV	CHEMICALS, EXCEPTING SALI- PETRE . . . . .	3	57	80	1,578	71	2,008	1	5
V	DRUGS—								
	1. Intoxicating other than opium . . . .	130	1,011	22	441	5	160	.	...
	2. Non-intoxicating—								
	(a) Medical preparations . . . . .	1,190	28,548	81	1,485	328	4,410	...	...
	(b) Others . . . . .	1,190	28,548	81	8,580	2,053	20,130	19	125
VI	DYES AND TANS—								
	1. Al (Morinda ( trifolia) . . . . .	171	571	...	...	7	46	...	...
	2. Alizarine and aniline dyes . . . .	236	5,701	216	1,193	313	4,225	...	...
	3. Cutch . . . . .	01	1,103	120	1,400	51	400	.	...
	4. Indigo . . . . .	117	5,057	130	2,070	1,501	18,120	...	...
	5. Myrabolins . . . . .	302	2,841	381	2,072	2,041	10,610	...	...
	6. Tanning barks . . . . .	791	7,701	4,181	23,100	25,331	1,02,843	...	...
	7. Turmeric . . . . .	3,407	4,115	1,105	11,400	11,101	72,144	...	...
	8. Others . . . . .	301,8	80,101	303	4,003	1,003	10,572	...	...
VII	FODDER—								
	1. Oil-cake . . . . .	6,071	1,092	2,770	1,000	5,024	21,738	...	...
	2. Hay, straw and grass . . . . .	3,471	1,000	2,732	0,460	1,725	0,530	121	434
VIII	FRUITS AND VEGETABLES, FRESH	27,033	1,50,030	2,454	2,524	8,539	50,157	7	46
IX	GRAINS AND PULSE—								
	1. Grams and pulse . . . . .	100,181	23,10,601	20,008	1,01,813	60,202	5,31,474	1,037	3,001
	2. Jawar and bajra . . . . .	17,105	14,10,000	44,711	2,04,225	70,000	2,81,753	.	...
	3. Rice in the husk . . . . .	2,857	14,000	802	4,718	105,231	1,00,000	570	1,590
	4. Rice not in the husk . . . . .	6,113	1,03,800	10,011	2,01,157	175,117	6,58,610	0,077	26,242
	5. Wheat . . . . .	10,012	21,52,070	13,100	71,503	2,400	11,523	...	...
	6. Wheat flour . . . . .	8,109	51,003	2,700	15,000	4,720	35,800	111	407
	7. Others . . . . .	115,000	1,00,350	2,100	9,195	68,270	3,20,607	260	405
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a) Dressed or tanned . . . . .	40	487	46	710	3,752	37,071	...	...
	(b) Raw . . . . .	2,602	31,280	722	6,608	5,001	56,768	78	271
	2. Skin of sheep, etc—								
	(a) Dressed or tanned . . . . .	150	731	70	1,170	7,145	58,248	...	...
	(b) Raw . . . . .	2,014	31,008	2,225	20,154	22,405	1,77,004	.	...
XI	HORNS . . . . .	137	1,217	271	3,145	546	3,555	.	...
XII	HEMP (INDIAN) AND OTHER FIBRES EXCLUDING JUTE . . . .	1,171	14,000	307	3,406	2,094	8,476	..	...
XIII	JUTE—								
	1. Raw . . . . .	3,447	35,000	13	133	70	636	7,536	16,696
	2. Gunny bags and cloth . . . . .	16,100	1,32,240	4,271	35,880	12,015	78,204	61	140
XIV	LIC . . . . .	418	4,216	25	345	105	936	...	...
XV	LEATHER—								
	1. Unwrought . . . . .	400	4,351	1,067	13,471	807	6,420	.	...
	2. Wrought, excepting boots and shoes . . . . .	801	10,550	158	2,306	519	9,594	...	...
	Carried over . . . . .	962,084	1,04,65,007	505,379	21,84,290	1,062,835	52,22,556	23,339	60,417

## DIX 19—continued.

Appendix 19.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.  
(35 and 36 of Report)

3 31'												Progressive No.
13 (a)		14		15		16		17				
Dibro-Badlyia.		Assam-Bengal.		Deighur.		Pungal and North-Western.		ROHILPIND AND KUMAON DISTRICT R. & K. (a) & (b). Lowman Light (c)				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	I
...	...	210	2,658	..	..	487	4,033	747	4,205	11	43	II
243,608	4,28,978	13,214	31,320	..	..	47,148	74,776	537	634	...	...	III
215	3,097	888	6,572	...	...	934	8,128	53	308	2	6	
...	...	612	2,566	36	0	225	1,607	4	18	...	...	
...	...	85	723	5	2	4,400	34,747	1,701	8,850	6	16	
...	...	2,601	17,231	250	65	10,053	14,318	13	92	...	...	
...	...	123	1,454	30	0	4,402	30,527	1,030	14,112	80	151	
...	...	35	183	..	..	17	140	55	490	1	5	
..	..	204	1,444	.	.	47	341	66	610	1	1	IV
...	...	5	10	.	.	160	2,030	75	880	1	3	V
31	481	76	1,100	.	.	...	...	15	207	...	...	
.	...	72	470	.	.	2,200	15,525	1,407	10,32	6	10	
...	...	...	...	...	...	1	6	7	60	...	...	VI
...	...	1	4	...	...	40	370	8	50	...	...	
...	...	51	172	...	...	571	7,383	270	1,000	4	12	
...	...	...	...	...	...	2,427	18,374	20	108	...	...	
...	...	6	21	...	...	25	117	0	56	...	...	
...	...	1	1	...	...	402	2,207	605	7,112	...	...	
...	...	40	275	...	...	3,111	2,278	405	2,110	20	83	
.	...	41	514	...	...	523	3,003	35	383	...	...	
...	...	200	601	15	4	5,331	12,733	308	275	2	3	VII
...	...	200	484	..	..	3,850	21,771	028	1,431	2	3	
...	...	850	5,004	3	5	0,164	20,650	3,748	31,596	64	158	VIII
...	...	2,038	10,715	750	186	72,762	2,62,472	36,030	78,533	110	175	IX
...	...	24	205	...	...	2,803	10,732	0,300	10,105	177	244	
...	...	2,813	0,770	100	23	20,149	84,215	1,217	8,858	100	200	
19,108	1,39,527	78,787	3,13,105	60	17	175,786	6,05,000	11,617	24,582	40	75	
...	...	313	2,711	...	...	20,357	1,20,002	24,100	40,384	1,527	2,007	
...	...	1,400	8,470	15	4	1,157	8,100	700	7,130	7	10	
...	...	48	207	...	...	130,980	5,43,000	24,517	61,701	677	940	
...	...	8	108	...	...	5	37	...	...	...	...	X
...	...	418	3,000	...	...	5,530	20,800	022	2,605	46	127	
...	...	...	1	...	...	12	70	...	...	...	...	
...	...	40	424	.	.	2,402	12,407	280	1,118	4	15	
...	...	7	60	..	..	72	477	01	374	1	2	XI
..	..	82	267	...	..	103	448	3,238	11,571	236	374	XII
...	...	24,178	50,064	...	...	1,034	5,175	2,793	9,612	40	83	XIII
...	...	080	3,329	12	4	14,200	78,102					
...	...	727	2,292	15	5	1,913	7,440	73	362	1	1	XIV
...	...	...	12	...	..	1	4	11	89	...	1	XV
...	...	4	67	.	...	43	379	0	71	1	1	
262,962	5,71,485	131,095	4,85,403	1,291	338	569,041	23,02,991	126,174	3,61,225	3,212	4,851	

**Appendix 19.**  
**Principal Commodities—Details.**

**APPENDIX****Principal commodities carried by each railway (by systems)**

(Referred to in paragraphs)

Progressive No.	GAUGE.	5' 6" — 6' included.						3' 3"	
	CLASSIFICATION NO.	9		10		11		12	
	Railways.	Rajputana-Malwa (J to U) (J 3F)		N. & S. system		Madras.		Bengal Doon.	
	Description of commodity—used	Quantity.	Earnings	Quantity.	Earnings	Quantity.	Earnings	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	962,084	1,14,65,667	505,370	74,84,200	1,262,835	52,22,550	23,739	60,417
XVI	<b>Liquors—</b>								
	1. Ale and beer	3,300	23,425	1,200	9,370	3,604	23,404	...	...
	2. Spirits of all kinds, including country spirits	305	8,101	208	4,010	3,044	31,301	...	...
	3. Wine	570	9,120	58	928	153	2,815	2	13
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	13	359	1,100	5,134	1,905	6,777	...	...
XVII	<b>METALS—</b>								
	1. Brass, unwrought	877	14,041	237	1,000	1,000	8,571	...	...
	2. Brass, wrought	3,021	43,401	247	2,715	707	7,519	5	17
	3. Copper, unwrought	220	3,702	45	302	143	1,234	...	...
	4. Copper, wrought	680	12,107	101	1,217	83	645	...	...
	5. Iron and steel—								
	(a) Cast	208	3,534	108	2,206	1,700	21,812	118	739
	(b) Unwrought	500	5,100	2,200	17,284	3,027	16,300	...	...
	(c) Wrought	17,573	2,04,220	3,740	35,200	11,207	1,14,400	615	2,118
	(d) Manufactures	2,750	20,035	1,000	18,107	7,050	43,024	703	5,499
	6. Zinc and spelter	...	...	...	...	...	...	...	...
	7. Others	5,408	72,226	805	9,984	4,020	27,153	832	4,517
XVIII	<b>OILS—</b>								
	1. Kerosine	9,160	86,277	6,401	48,348	28,855	1,75,642	636	2,591
	2. Castor	994	7,437	21	2,324	1,000	6,301	...	...
	3. Coconut	447	9,078	271	3,651	2,055	20,577	...	...
	4. Mustard and rape	000	8,565	...	3	150	928	56	294
	5. Others	2 13	17,812	2,087	27,300	5,777	35,500	19	122
XIX	<b>OIL-SEEDS—</b>								
	1. Castor	23,474	33,678	4,404	2,63,520	23,443	84,103	...	...
	2. Earthnuts	403	6,552	172	1,401	3,140	15,023	...	...
	3. Linseed	0,011	60,773	9,741	5,001	258	753	...	...
	4. Poppy	17,305	1	105	804	115	805	...	...
	5. Rape and mustard	113,030	10,000	122	607	584	3,414	304	553
	6. Jil or jupili	22,876	1,00,050	17,053	1,00,080	26,318	1,27,042	3	21
	7. Cotton seed	...	...	...	...	...	...	...	...
	8. Others	8,728	48,012	11,037	54,031	34,400	1,57,835	...	...
XX	<b>OPIMUM</b>	3,300	50,575	17	1,012	38	1,231	...	...
XXI	<b>PAPER AND PASTE-BOARD</b>	1,548	25,704	601	8,007	680	8,551	3	6
XXII	<b>PROVISIONS—</b>								
	1. Dried fruits	12,030	1,15,907	13,170	1,13,107	16,332	50,380	7	24
	2. Ghee	9,720	1,4,416	1,005	22,100	4,204	41,025	...	...
	3. Potatoes	...	...	2,002	21,370	...	...	234	1,128
	4. Others	7,430	50,858	...	...	76,035	5,31,265	...	...
XXIII	<b>RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—</b>								
	1. Locomotives, engines and tenders and parts thereof	71	301	...	...	268	1,491	14	13
	2. Carriages and trucks and tenders and parts thereof.	1	2	...	...	1	51	...	...
	3. Materials—								
	(a) Steel rails and fish plates	2,720	15,030	1,561	9,620	1,755	14,640	865	653
	(b) Sleepers and keys of steel and cast iron.	2,201	14,375	368	2,074	1,168	4,056	...	...
	(c) Sleepers of wood	...	...	312	2,861	386	2,238	817	776
	(d) Others	15,575	35,768	...	...	...	...	...	...
XXIV	<b>SALT</b>	209,940	22,80,678	35,054	2,05,715	70,901	4,03,819	2,648	5,652
XXV	<b>SALTPETRE AND OTHER SALINE SUBSTANCES—</b>								
	1. Saltpetre	544	35,906	216	1,660	223	1,300	...	...
	2. Other saline substances	1,009	11,600	1,052	6,010	8	36	48	140
	<b>Carried over</b>	1,11,114	1,53,74,220	730,471	35,48,044	1,615,095	72,60,832	31,358	85,307

## DEX 19—continued.

Appendix 19.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report.)

1901												Representative No.
14 (a)		14				16		17				
Dibroo-Sadiva.		Assam-Bengal.		Doo-hur		Bengal and North-Western.		Rohitganj and Kumaon system				
Quantity	Earnings.	Quantity	Earnings.	Quantity.	Earnings.	Quantity	Earnings.	R & K. (a) & (b)		Powsayan Light (c).		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
262,062	5,71,985	131,005	4,85,403	1,291	3,38	570,041	23,02,091	126,174	3,61,225	3,212	4,851	
179	1,637	07	751	...	...	73	403	801	4,005	...	...	XVI
		20	1,111	...	...	3	47	18	554	1	6	
		84	1,119	...	...	183	1,436	136	1,730	22	92	
3,584	31,703	...	1	...	...	...	...	...	...	...	...	...
		12	129	4	6	203	1,603	99	397	12	17	XVII
		174	1,121	...	...	1,518	9,811	387	2,187	83	124	
		1	11	...	...	25	113	14	79	...	...	
		17	2-5	...	...	102	1,346	31	190	2	2	
		64	561	...	...	773	3,002	297	1,700	4	8	
		1725	10,830	100	28	61	301	273	1,328	3	6	
		1,020	0,811	15	5	7,155	31,805	1,04	11,126	50	87	
3,454	6,797	527	4,754	...	...	3,812	17,712	216	1,265	12	20	
		...	...	...	...	2,186	14,080	161	921	25	33	XVIII
		3,376	14,101	100	29	15,507	70,358	1,942	6,102	33	53	
		16	1,10	...	...	243	1,200	21	116	1	4	
...	...	36	2,12	...	...	180	1,048	9	72	...	...	
		463	2,463	...	...	262	1,744	110	740	...	1	
		98	785	40	13	427	3,430	20	435	...	...	
		...	...	...	...	...	...	...	...	...	...	XIX
...	...	14	45	10	3	5,312	14,144	3,637	9,727	13	23	
...	...	4	14	...	...	...	...	...	...	...	...	
...	...	238	518	...	...	103,500	3,60,230	0,534	21,004	291	290	
...	...	1	2	...	...	1,555	17,317	2,000	1,176	1	2	
...	...	404	2,10	...	...	16,515	80,117	0,062	30,575	363	520	
...	...	079	3,223	...	...	615	2,517	1,530	3,808	150	234	
...	...	37	171	...	...	10,143	80,000	227	616	23	22	
...	...	3	56	...	...	2,894	5,421	100	2,156	...	...	XX
...	...	82	474	...	...	401	2,576	53	368	...	1	XXI
211	1,838	87	484	...	...	001	10,895	200	2,145	14	41	XXII
		240	1,812	3	5	4,200	20,800	256	1,740	12	31	
		...	...	20	6	...	...	...	...	22	40	
		4,493	20,530	...	...	1,135	27,190	610	4,717	33	69	XXIII
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	3	25	...	...	...	...	...	...	...	...	
...	...	112	235	...	...	...	...	5	16	...	...	
...	...	...	...	...	...	165	107	...	...	...	...	
...	...	117	308	...	...	15	48	3,120	11,070	13	25	
377	3,192	5,178	14,100	90	24	91,529	2,58,376	13,144	33,784	182	288	XXIV
...	...	25	102	...	...	11,128	34,700	46	175	...	1	XXV
...	...	5	35	...	...	239	856	157	490	...	1	
270,767	6,17,152	150,906	5,86,883	1,673	457	866,157	34,13,121	170,070	5,22,021	4,578	6,895	

Pro- gressive No.	GAUGES.	5' 6"						3' 3½"	
	CLASSIFICATION No.	9		10		11		12	
	Railway.	Rajputana-Malwa (I) to (J) (S & J)		Nizam's Guaranteed State.		Mizoram.		Bengal Dooms.	
	Description of commodity—considered.	Quantity	Earnings.	Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
XXVI	Brought forward . . . . .	1,539,724	1,53,74,220	730,471	15,48,141	1,615,005	72,09,932	31,358	85,307
	SILK—								
	1. Raw—								
	(a) Foreign . . . . .	240	13,043	8	163	3	71	...	...
	(b) Indian . . . . .	12	522	1	31	168	3,235	...	...
	2. Piece-goods—								
	(a) Foreign . . . . .	82	4,855	1	14	3	91	...	...
	(b) Indian . . . . .	27	1,100	...	20	45	433	...	...
XXVII	SPICES—								
	1. Betel-nuts . . . . .	763	10,664	1,123	11,132	9,870	89,365	88	228
	2. Cardamoms . . . . .	30	1,224	2	34	8	81	12	58
	3. Chillies . . . . .	4,270	48,320	6,543	60,413	14,780	1,02,273	...	...
	4. Ginger . . . . .	302	7,048	10	1,070	527	3,080	6	12
	5. Pepper . . . . .	372	12,800	41	513	1,076	13,301	...	...
	6. Others . . . . .	12,091	1,37,274	1,700	10,345	3,539	18,470	...	...
XXVIII	STONE AND LIME . . . . .	35,095	1,02,509	9,081	30,922	72,500	1,01,062	206	973
XXIX	SUGAR—								
	1. Refined or crystallized, including sugar-candy.	27,210	2,81,850	4,200	33,506	12,700	67,060	10	30
	2. Unrefined—								
	(a) Sweet . . . . .	46,024	3,84,207	013	8,307	5,641	20,842	50	175
	(b) Gur, rab, jaggery, molasses and other saccharine products.	10,400	13,00,707	8,121	63,032	20,442	2,01,317	284	1,154
XXX	GRA—								
	1. Foreign . . . . .	21	5,113	20	275	23	172	...	...
	2. Indian . . . . .	158	2,050	44	925	681	10,518	30,545	2,13,140
XXXI	TOBACCO—								
	1. Unmanufactured . . . . .	14,707	1,50,013	2,351	31,58	20,115	1,17,043	2,631	5,332
	2. Manufactured—								
	(a). Cut . . . . .	137	2,443	80	1,252	825	9,487	...	...
	(b). Other sorts . . . . .	600	7,575	28	425	1,032	14,458	8	50
XXXII	WOOD—								
	1. Timber, unroughed . . . . .	10,100	73,010	10,37	67,771	1,08,330	4,81,504	748	2,130
	2. Manufactures . . . . .	3,362	10,111	1,350	11,010	7,361	43,150	612	3,150
XXXIII	WOOL—								
	1. Raw . . . . .	4,300	74,873	100	900	1,043	16,430	...	...
	2. Manufactures—								
	(a) Carpets and rugs . . . . .	16	7,730	01	1,105	430	3,073	...	...
	(b) Piece goods, European . . . . .	180	7,007	10	115	254	6,400	...	...
	(c) Piece goods, Indian . . . . .	505	10,448	211	3,177	291	3,770	...	...
	(d) Other sorts of manufactures . . . . .	10	200	1	13	545	6,894	...	...
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—								
	1. Bone . . . . .	...	...			...	...		
	2. Fur . . . . .	50,31	71,601			...	...		
	3. Indigo . . . . .	...	...			...	...		
	4. Fams and colors . . . . .	...	...			...	...		
	5. Seeds other than food . . . . .	...	...	31,302	2,24,096	...	...	6,468	24,811
	6. Manures . . . . .	...	...			...	...		
	7. Lucifer matches . . . . .	...	...			...	...		
	8. Others . . . . .	1,70,905	12,15,157			87,900	7,71,112		
	TOTAL . . . . .	2,029,445	1,07,45,753	815,510	41,34,602	2,005,241	91,30,838	73,125	336,559
XXXV	ANIMALS—								
	1. Horses . . . . .		8,941	156	4,601	777	3,00,088	...	...
	2. Cattle . . . . .	12,100	2,13,642	10	404	850	6,150	...	...
	3. Sheep, etc. . . . .	2,225	29,218	50	919	480	7,282	...	...
	4. Elephants . . . . .	...	...	...	...	...	...	...	...

## DIX 19—continued.

Appendix 19.  
Principal Commodities—Details.

★ and the earnings therefrom during the Calendar year 1901.  
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13 (a)		14		15		16		17				Progressive No.
Dileu-Sulph.		Assam-Bengal.		Douglas.		Dangal and North-Western		R. A. K. (a) & (b)				
Quantity	Earnings.	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	
Tons.	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
270,767	6,17,152	150,060	5,86,683	1,673	457	516,157	34,13,121	170,670	5,22,021	4,578	6,405	
..	..	20	108	..	..	5	27	..	..	..	..	XXVI
..	..	1	13	..	..	..	..	..	..	..	..	..
..	..	1,241	5,392	..	..	2,574	17,020	140	1,280	1	1	XXVII
..	..	202	1,560	..	..	220	2,025	24	112	..	..	..
..	..	1	11	..	..	2,701	10,285	24	1,043	..	..	..
..	..	70	230	..	..	234	1,753	04	517	10	31	..
..	..	88	600	..	..	200	1,047	17	116	..	..	..
1,330	3,861	575	1,777	..	..	3,315	20,305	400	1,400	47	88	XXVIII
..	..	307	1,750	..	..	9,032	24,343	2,403	7,101	32	50	XXIX
205	2,620	1,031	4,740	35	2	18,551	9,611	373	1,420	..	..	..
..	..	200	11,000	..	..	12,812	62,070	5,700	13,777	1,000	1,000	..
7,608	67,901	10,702	94,111	..	..	40,511	2,33,000	2,000	62,210	217	243	XXX
..	..	391	1,701	25	7	1	147	..	3,201	..	..	..
..	..	7	1,000	..	..	28,100	1,00,000	000	3,300	10	31	XXXI
..	..	211	1,500	5	1	200	1,000	18	211	..	..	..
4,317	20,775	575	2,200	..	..	200	1,000	10	3,000	16	31	XXXII
..	..	1,010	10,000	..	..	15,018	20,000	20,500	80,000	311	615	..
..	..	..	..	..	..	2,100	1,000	74	1,000	42	102	XXXIII
..	..	..	5	..	..	16	1,017	48	2,101	..	..	..
..	..	..	..	..	..	4	20	11	77	..	..	..
..	..	..	..	..	..	111	1,000	..	40	..	..	..
..	..	11	100	..	..	32	413	60	413	..	3	XXXIV
9,235	37,110	8,231	47,806	..	..	10,081	75,824	40,000	42,000	7,500	18,400	..
..	..	..	..	..	..	5,005	3,000	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	417	610	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	32,011	1,50,077	21,779	83,467	..	..	..
203,555	7,44,811	178,067	7,76,224	1,743	470	1,007,206	43,40,232	312,050	8,73,105	14,200	24,051	XXXV
..	..	5	74	..	..	12	352	0	86	..	..	..
60	477	8	130	..	..	20	620	0	100	..	..	..
..	..	75	924	..	..	65	1,400	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..



# Appendix 19. Principal Commodities—Details.

APPEN

## Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

3rd.

Pro- gressive	CLASSIFICATION No.	18		19					
		Railway		Udampur-Chitral.		Aurangabad-Dhule-Junagad Porbandar.		Southern Mahratta.	
		Description of commodity—road		Quantity.		Quantity.		Quantity.	
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	APPAREL, INCLUDING DRAPERY, HABERDASHERY, MILLINERY UNIFORMS, ACCESSORIES, BOOTS AND SHOES.	111	897	6	61	107	1,498		
II	COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.	13,570	1,270	14		91	228		
III	COTTON—								
	1. Raw . . . . .	9,770	21,755	1,035		12,394	81,815	8,884	1,87,270
	2. Manufactured—								
	(a) Twisted yarn, European.		91			24		2,554	24,385
	(b) Twisted yarn, Indian.	407	2,115			501	2,040	9,639	85,816
	(c) Piece-goods, European.	800	9,000		154	519	5,108	3,000	15,743
	(d) Piece-goods, Indian.	270	1,700		2,755	1,002	7,319	4,400	57,019
	(e) Others . . . . .	57	107			8	100	453	4,521
IV	CHEMICALS, EXCEPTING SALT PIRE.	1-1	16			51	692	5-6	5,607
V	DRUGS—								
	1. Intoxicating (other than opium)	13				24	344	91	3,281
	2. Non-intoxicating—								
	(a) Medicinal preparations . . . . .					50	581	140	2,445
	(b) Others . . . . .			33		71	603	330	4,050
VI	DYES AND LAKES—								
	1. Alizarine and similar dyes.			154		43	100	1	15
	2. Aniline and similar dyes.			52		71	485	174	1,738
	3. Indigo . . . . .			6		5	3	1,00	1,000
	4. Madder . . . . .			4		1	14	100	1,000
	5. Myrobalans . . . . .		121	3		64	207	4,121	18,735
	6. Tanning bark . . . . .		40	11		15	72	17,010	51,050
	7. Turmeric . . . . .			60		500	1,172	6,750	43,842
	8. Others . . . . .				100	188	1,141	635	4,798
VII	FOODSTUFFS—								
	1. Oil-cake . . . . .					261	1,708	5,075	16,857
	2. Hay, straw and grain . . . . .	1,770	3,809	1	211		—2,006	1,243	6,015
VIII	FRUITS AND VEGETABLES, FRESH	1,510	5,012	1,000	1,000	4,228	1,000	11,876	77,392
IX	GRAIN AND PULSE—								
	1. Grain and pulse . . . . .	5,000	20,000	500	1,000	5,000	21,000	5,000	3,35,045
	2. Jawar and kharif . . . . .	4,000	1,000,000	400	1,000	33,170	1,000,000	9,000	5,38,400
	3. Rice in the husk . . . . .	3,000	100	300	240	100	4	1,000	2,4721
	4. Rice not in the husk . . . . .	21,000	70,000	2,000	4,500	15,000	67,418	6,000	4,20,293
	5. Wheat . . . . .	1,000	1,000	778	10,243	11,000	61,155	10,000	55,355
	6. Wheat flour . . . . .	400	1,000	20	100	100	100	1,000	12,775
	7. Others . . . . .	1,000	7,000	11,241		7,000	27,000	23,000	1,07,298
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a) Dressed or tanned . . . . .	10	100			18	106	32	105
	(b) Raw . . . . .	541	3,000		872	149	9	773	5,800
	2. Skins of sheep, etc.—								
	(a) Dressed or tanned . . . . .	2	20			34	316	208	1,210
	(b) Raw . . . . .	417	1,807	121	95	122	823	6,105	41,663
XI	HORNS		31		5	20		302	2,570
XII	HEMP (INDIAN) AND OTHER FIBRE EXCLUDING JUTE.	80	472				24	1,005	13,250
XIII	JUTE—								
	1. Raw . . . . .	100	488	6	42		6	109	862
	2. Gunny bags and cloth . . . . .	710	11,331	270	1,250	1,721	5,453	6,539	40,802
XIV	LAC	68		4		9	34	24	128
XV	LEATHER—								
	1. Unwrought . . . . .		111			120	930	512	6,627
	2. Wrought, excepting boots and shoes.		694	14	86	27	259	280	3,213
Carried over . . . . .			5,04,852	19,755	78,253	101,894	4,11,973	395,507	22,77,054

## DIX 19—continued.

Appendix 19.  
Principal Commodities—Details.

\* and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report.)

3' 31"						3' 0"				3' 0"		Precedive No.
22		23		24		25		26		30		
West of India Peninsula		North Indian		Burma		Mores		Borneo		Darveling-Himalayan.		
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	148	3,622	301	7,354	19	155	1	4	145	3,821	I
...	...	21,834	27,163	123	149	161	571	12	17	1,312	12,141	II
8,241	20,151	22,630	1,207,75	1,511	9,772	1,550	14,313	25,131	6,524	1	25	III
458	2,163	2010	29,700	4,177	67,260	...	...	69	231	10	276	
		6,510	6,5731	415	4,170	20	172	72	10	123	3,392	
		7,791	1,201,29	4,40	6,2001	2	13	201	733	405	16,849	
279	1,377	3,141	30,801	3,56	4,515	10	1,55	61	231	93	2,161	
		2,20	1,705	4	41	5	50	10	47	...	18	
...	...	77	1,292	133	3,215	5	63	9	28	...	...	IV
39	231	7	70	...	...	132	460	...	1	...	...	V
		276	2,308	62	1,010	13	175	4	18	31	568	
		2,148	18,594	151	1,...	11	767	4	12	57	1,450	
...	...	3	65	...	...	...	...	...	...	...	...	VI
...	...	523	5,281	...	...	...	...	10	...	...	...	
...	...	100	1,001	1,200	10,704	1	2	35	0	...	...	6
...	...	471	3,854	...	2	1	5	4	1	...	...	
30	145	610	4,182	41	474	...	2	11	25	...	...	
...	...	5,391	4,1015	162	0,38	...	...	12	45	8	162	
...	...	4,604	38,041	1,105	1,0013	12	71	12	525	1	20	
397	648	1,470	10,340	150	1,224	26	161	36	171	57	1,305	
...	...	33,710	1,14,215	1,140	4,370	6	16	10	4	...	...	VII
...	...	611	1,30	131	1,000	13	...	10	20	12	254	
4,839	14,156	27,103	1,53,005	15,520	1,05,177	135	611	22	61	1,440	18,800	VIII
8,899	21,847	40,791	2,12,113	15,807	1,08,672	3,700	10,011	3,500	7,102	316	4,877	IX
		15,690	73,130	1,483	20,000	703	22,145	600	1,001	...	...	
		131,604	3,07,107	513,604	2,01,700	60	22	22	51	...	78	
		0,180	3,44,733	50,586	2,30,121	805	2,100	1,600	7,507	2,377	1,02,637	
		1,077	6,200	700	0,71	2,011	7,408	1,04	2,007	...	7	
		1,200	7,912	3,112	28,101	60	21	10	20	846	17,205	
		15,000	73,170	3,587	27,130	130	420	57	135	390	3,315	
		1,500	8,010	37	300	...	1	21	50	...	1	
71	235	1,001	15,810	1,230	12,711	41	210	2	23	213	2,808	
		1,660	2,1,021	4	24	...	...	1	2	...	...	
		4,805	20,770	7	85	31	220	8	190	1	9	
...	...	121	1,010	18	260	231	400	4	5	...	...	XI
36	156	1,288	20,518	...	4	27	132	34	92	2	42	XII
578	1,901	91	318	18	172	...	1	...	...	4	81	XIII
		9,647	44,820	10,466	51,764	231	820	1,350	3,352	130	1,640	XIV
...	...	288	1,278	391	4,919	2	8	4	10	...	...	
...	...	11	106	36	512	81	157	...	1	...	...	XV
...	...	48	528	34	678	15	148	6	36	9	240	
23,869	72,225	479,755	20,39,460	635,517	34,30,493	17,475	64,827	35,266	92,169	14,008	1,88,308	

# Appendix 19. Principal Commodities—Details.

## APPEN

### Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Para- graph No.	CLASSIFICATION No.	18		19		20		21		
		Railway.		Udaipur-Dikar.		Bharatpur-Delhi-Jaipur		Southern Mahratta.		
		Description of commodity—		Quantity.		Quantity.		Quantity.		
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
		Brought forward	141,800	5,04,852	19,755	78,2	101,894	4,11,072	395,507	22,77,054
XVI LIQUORS—										
	1. Ale and beer	63		14		205			0,260	
	2. Spirits of all kinds, including country spirits	74	28,	45		970		1,700	14,293	
	3. Wine	18	221			19	154	64	913	
	4. All other liquors, including toddy and fermented liquors other than ale and beer.		4					6,145	17,247	
XVII METALS—										
	1. Brass, unwrought	6		107		350	2,033	113	1,216	
	2. Brass, wrought	79	507	49		182	1,005	590	9,290	
	3. Copper, unwrought	3	16			204	1,083	35	400	
	4. Copper, wrought	140				101	765	979	10,345	
	5. Iron and steel—									
	(a) Cast		64					2,282	20,133	
	(b) Unwrought		1,355	54			523	4,739	24,118	
	(c) Wrought	1,353	6,110	511			4,145	4,512	21,106	
	(d) Miscellaneous	400	1,000				1,111	4,023	20,562	
	6. Zinc and spelter									
	7. Others		2,031	41					6,650	
XVIII OILS—										
	1. Kerosene			11		120	14,007	2,007	1,231	
	2. Coal oil		1,115	1						
	3. Grease		63	4			500	1,704		
	4. Mustard and rape		51	6			212			
	5. Others			14			1,400		1,552	
XIX ORNAMENTALS—										
	1. Cotton	210	1,110	41		112	5,502	13,474	6,102	
	2. Earths		44	1		91	621	2,040	12,148	
	3. Lard					1	10	2,002	11,513	
	4. Pottery			105	45			201	1,053	
	5. Rape and mustard			10		11		502	2,054	
	6. Tobacco			110		22		14,772	85,400	
	7. Cotton seed									
	8. Others	4,005	17,305	51		91	10,000	16,150		
XX ORE—										
								4	72	
XXI PAPER AND PASTE-BOARD—										
		100						401	5,100	
XXII PROVISIONS—										
	1. Dried fruit		11,100			2,815	14,822	24,370	1,41,044	
	2. Cereals		1,311	12	1,770	1,101	5,001	4,013	2,000	
	3. Potatoes									
	4. Others	1,150					31,000	12,000	60,000	
XXIII RAILWAY PLANT AND ROLLING STOCK CAPITAL TO THE PUBLIC AND FOR RAILWAYS—										
	1. Locomotives, engines, and tenders	10	101	39			450		151	
	2. Carriages, trucks, and vans	13	20					19	111	
	3. Materials—									
	(a) Steel rails and fish plates	715	3,617					—9	47	
	(b) Sleepers and keys of steel and cast-iron	1,812	6,330							
	(c) Sleepers of wood						14	113	1,010	
	(d) Others	1,381	27,017							
XXIV SALT—										
		42,893	2,40,174	1,075	4,888	5,400	9,983	50,703	3,44,781	
XXV SALTPETRE AND OTHER SALINE SUB- STANCES—										
	1. Saltpetre		459	15	101	31	184	167	691	
	2. Other saline substances	888	4,504	14	54	10	50	140	1,039	
	Carried over		2,02,840	22,650	92,339	138,958	5,71,456	594,200	34,66,578	

## DIX 19—continued.

Appendix 19.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report.)

3' 3'						2' 6"				2' 6"		Franchise No.		
22		23		24		25		27		30				
West of India Ports gate		South Indian.		Norman		Morvi.		Baral.		Darjeeling-Himalayan.				
Quantity.	Earnings	Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Earnings	Quantity	Earnings.	Quantity.	Earnings.			
Tons.	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.			
23,969	72,225	479,755	20,39,460	635,517	34,30,423	17,175	64,827	35,266	92,169	14,008	1,88,308			
415	1,624	517	5,506	2,211	21,709	2	0	2	6	432	2,353	XVI		
33	105	2,299	14,080	497	11,520	1	11	5	19	...	4			
9	40	232	3,713	54	1,647	3	36	4	15	137	4,083			
..	...	594	2,302	1	14	12	113	1	3	...	...			
4,338	14,155	852	6,657	...	68	...	1	52	131	...	...	XVII		
		681	7,355	236	3,461	136	908	16	31	41	1,030			
		93	802	0	118	...	...	13	43	...	...			
		47	694	48	625	22	140	7	22	10	228			
		908	9,041	35	1,162	4	28	110	754	...	...			
		3,266	17,804	8	46	25	110	10	24	...	...			
		7,585	50,714	5,100	44,100	77	405	853	1,000	2	47			
		5,725	80,317	5,001	6,002	108	675	127	335	663	14,192			
		1,411	14,111	802	7,805	20	163	11	34	100	2,232			
		...	...	...	...	...	...	...	...	...	...			
7,353	10,914	17,124	1,14,805	7,310	6,001	69	321	7,001	1,742	656	10,391	XVIII		
325	1,455	2,213	10,010	75	1,114	27	122	5	18	5	60			
		930	5,104	...	7,001	7	20	100	245	6	100			
		86	3,001	0	81	11	44	...	...	260	3,008			
		8,737	44,001	6,000	5,001	53	260	140	3,001	47	801			
14,410	30,420	5,000	20,751	4	83	7	10	350	758	...	...	XIX		
		75,000	91,300	204	1,904	4	24	101	308	...	...			
		10	30	1	7	1	...	3,112	6,031	...	4			
		32	3,001	1	5	...	...	20	58	...	...			
		841	4,141	...	7	1	4	13	30	...	...			
		17,171	1,03,500	4,720	21,500	652	2,045	657	1,401	...	...			
		1,812	9,425	...	...	...	...	...	...	...	...			
		...	...	...	...	...	...	...	...	...	...			
		...	...	11	298	6	73	...	...	...	...	1	XX	
		1,550	20,200	419	8,781	96	729	62	191	61	1,467	XXI		
279	849	1,000	9,000	414	5,051	1,11	483	903	2,401	30	563	XXII		
		1,075	9,100	752	12,007	347	1,512	32	90	34	672			
		...	...	...	...	...	...	...	...	...	...			
		23,946	1,37,012	41,810	3,91,230	151	788	74	196	262	6,595			
...	...	...	...	...	...	26	160	49	24	...	...	XXIII		
		...	...	...	...	...	...	...	...	...	...			
		...	...	...	...	...	...	...	...	...	...			
		3	38	1	10	...	...	...	...	...	...			
		...	...	...	...	...	...	...	...	...	...			
		...	...	1,641	4,773	...	...	...	...	...	...			
		262	2,590	0	8	...	...	124	327	...	...			
		...	...	...	...	...	...	...	...	...	...			
		11,219	22,887	75,010	2,73,145	16,932	1,54,482	1,403	1,908	6,359	14,101	838	13,931	XXIV
		...	...	441	2,685	3	27	13	63	...	1	4	65	XXV
23	163			8	137	1	5	45	112	...	...			
62,388	1,63,765	737,762	31,66,732	731,707	43,17,047	21,111	76,701	49,809	1,05,474	17,596	2,51,053			

## Appendix 19.

### Principal Commodities—Details.

## APPEN

**Principal commodities carried by each railway (by systems)**

(Referred to in paragraphs

Pro- gressive No.	GAUGE.		3 31'							
	CLASSIFICATION No.		18.		19		20		21	
	Rail way.		Jalhpur Bikaner.		Udaipur-Chitor.		Bhavanger Gondal Junagad- Porbandar.		Southern Mahatta.	
	Description of commodity—actual.		Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
	Brought forward	227,544	8 42,846	22,650	92,330	138,958	5,71,456	594,200	34,66,578	
XXVI	SILK—									
	1. Raw—									
	(a) Foreign	12	32	...	...	2	28	105	1,022	
	(b) Indian	7	55	...	...	...	1	150	697	
	2. Piece-goods—									
	(a) Foreign	...	1	...	...	...	1	2	47	
	(b) Indian	3	5	...	6	...	2	...	2	
XXVII	SPICES—									
	1. Betel-nuts	106	676	6	38	620	3,270	10,645	74,680	
	2. Cardamoms	3	7	1	7	2	11	67	863	
	3. Chillies	1,041	8 281	114	905	438	3,356	12,106	72,915	
	4. Ginger	37	221	3	23	8	59	215	1,913	
	5. Pepper	26	105	2	18	6	65	618	4,945	
	6. Others	2,051	8,864	224	1,167	525	3,088	5,990	39,378	
XXVIII	STONE AND LIME	29,042	36,359	84	378	56,260	38,036	17,538	37,719	
XXIX	SUGAR—									
	1. Refined or crystalized, including sugar-candy.	3,410	15,866	404	2,448	6,654	32,349	4,276	25,113	
	2. Unrefined—									
	(b) Sugar	1,097	21,474	611	2,814	71	336	5,461	34,716	
	(a) Gurr, raw, jaggee, molasses and other saccharine produce.	6,030	41,430	1,178	6,415	6,049	27,831	35,701	2,14,073	
XXX	TEA—									
	1. Foreign	1	9	...	5	7	71	11	200	
	2. Indian	1	18	..	7	26	206	40	(5)	
XXXI	TOBACCO—									
	1. Unmanufactured	1,349	140	394	1,768	1,659	6,207	10,445	75,324	
	2. Manufactured									
	(a) Cigar	6	50	...	3	3	31	325	4,985	
	(b) Other sorts	245	1,411	6	47	173	1,568	181	2,847	
XXXII	WOOD—									
	1. Timber, unwrought	1,023	6,070	16	92	9,713	46,713	57,000	1,48,369	
	2. Manufactures	470	2,084	2	12	525	2,583	3,223	24,484	
XXXIII	WOOL—									
	1. Raw	1,606	9,940	41	261	200	1,568	356	3,515	
	2. Manufactured—									
	(a) Carpets and rugs	47	511	..	..	...	2	2	18	
	(b) Piece-goods, European	4	32	...	...	2	5	2	25	
	(c) Piece-goods, Indian	205	2,092	2	25	11	35	4	89	
	(d) Other sorts of manufactures.	3	30	1	9	2	29	640	7,327	
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—									
	1. Bones	1,101	2,007	2	2					
	2. Firewood	...	...	...	...					
	3. Indigo seed	...	...	...	...					
	4. Paints and colours	...	...	...	...					
	5. Seeds other than oil-seeds	...	...	...	...	8,168	37,756	45,706	2,08,636	
	6. Manures	...	...	...	...					
	7. Lucfer mat. hies	...	...	...	...					
	8. Others	27,617	94,529	724	4,500					
	TOTAL	310,495	11,62,061	26,465	1,13,409	220,662	7 76,570	805,018	44,52,057	
XXXV	ANIMALS—									
	1. Horses	54	1,360	7	73	29	440	167	4,392	
	2. Cattle	41	687	32	387	49	236	255	5,651	
	3. Sheep, etc.		9	...	...	10	87	319	2,398	
	4. Elephants	...	...	...	...	...	...	...	...	



# Appendix 20.

## Train, engine and ton-mileage.

# APPENDIX

## Train, engine and ton-mileage in

(Referred to in paragraph  
B B—A reference to Appendix 2 will furnish the key to the

GAUGE	CLASS No.	5' 6"											4'																					
		1				2			3			4			5																			
		F. B. N. SYSTEM				B. C.			R. N. SYSTEM (a) & (b)			E. C.			O. and R.																			
		Calendar year.				N. W. SYSTEM (a) to (f).			G. I. P. SYSTEM.			B. R. & C. I. SYSTEM.			Total.																			
TRAIN-MILEAGE.—PASSENGER TRAINS.																																		
GOODS TRAINS																																		
MIXED TRAINS																																		
TOTAL TRAIN-MILEAGE																																		
ENGINE-MILEAGE.—PASSENGER TRAINS.																																		
GOODS TRAINS																																		
TOTAL ENGINE-MILEAGE																																		
FREIGHT TONS.—PASSENGER TRAINS.																																		
TOTAL FREIGHT TON-MILEAGE																																		
GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT)—COAL																																		
TOTAL GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT)																																		

\* The freight and gross ton-mileage figures are for the 5' 6" and 4' gauge railways.  
 † Transferred partly to the Bengal-Nagpur Railway and partly to the Madras railway from the 1st January 1901.  
 ‡ Including the Calcutta-Barrow 3' 6" gauge line as the figures cannot be separated.  
 § Including the 2' 6" gauge figures as they cannot be separated from the totals.  
 ¶ Including the Godeb-Katlam-Nagda railway, as the figures cannot be separated.





# Appendix 21: Vehicle mileage.

APPEN

Loaded and Empty Vehicle Mileage in

(Referred to in paragraph

GAUGE.	5' 6"														
	1			2 (a)			3			4 (a) & (b)			5		
CLASS. No.															
RAILWAY.	EAST INDIAN			EASTERN BENGAL STAT.			BENGAL CENTRAL			BENGAL-NAGPUR.			EAST COAST STATE.		
Calendar year.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.

## COACHING.

## HOME VEHICLE MILEAGE ON HOME LINE.

1897	81,800	17,280	99,080	13,557	1,750	14,000	3,711	440	4,151	10,128	2,755	12,883	8,242	1,419	9,661
1898	82,243	18,488	100,731	13,447	1,431	14,878	4,111	1,501	5,612	10,570	3,101	13,671	8,867	1,190	10,057
1899	86,376	18,113	104,489	14,251	1,300	15,551	3,314	381	3,695	12,417	3,466	15,883	10,293	1,944	12,237
1900	85,781	16,170	101,951	14,600	1,130	15,730	3,120	301	3,421	13,117	3,440	16,557	11,043	2,380	13,423
1901	93,085	16,001	109,086	14,952	1,000	15,952	4,811	3,411	8,222	23,435	5,891	29,326	...	...	...

## FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	1,410	235	1,645	15	3	18	...	...	...	1,177	31	1,208	72	1	73
1898	1,211	217	1,428	6	2	8	...	...	...	908	72	980	74	1	75
1899	1,348	218	1,566	8	2	10	...	...	...	861	206	1,067	86	8	94
1900	2,068	681	2,749	5	2	7	...	...	...	1,070	473	1,543	260	64	324
1901	1,903	718	2,621	6	1	7	...	...	...	1,260	553	1,813	...	...	...

## TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.

1897	100,734	14,014	114,748	4,168	14,071	14,071	9,734	14,734
1898	103,721	15,296	119,017	5,612	14,808	14,808	9,301	24,109
1899	104,602	15,551	120,153	3,695	15,732	15,732	12,451	28,183
1900	107,951	15,730	123,681	3,421	16,557	16,557	14,147	30,704
1901	115,135	15,952	131,087	8,222	23,435	23,435	...	...

## HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	3,001	5	3,006	...	...	...	10	882
1898	3,124	11	3,135	...	...	...	13	709
1899	3,314	11	3,325	...	...	...	2	1,033
1900	3,410	11	3,421	...	...	...	353	1,868
1901	3,054	11	3,065	...	...	...	...	3,100

## GOODS.

## HOME VEHICLE MILEAGE ON HOME LINE.

1897	143,700	51,651	195,351	18,874	8,625	27,499	1,900	2,013	12,120	7,140	19,660	5,409	2,861	8,270	18,051
1898	154,771	51,652	206,423	19,500	7,701	27,201	1,052	710	14,112	7,304	21,416	5,570	2,800	8,370	18,216
1899	160,487	63,222	223,709	19,701	8,417	28,118	1,101	1,177	14,110	10,011	24,121	5,482	3,604	9,086	19,725
1900	160,350	71,171	231,521	21,115	10,012	31,127	1,101	1,177	14,110	10,011	24,121	5,482	3,604	9,086	19,725
1901	171,132	72,607	243,739	12,178	10,012	22,190	2,173	1,282	3,455	30,438	12,111	42,549	...	...	...

## FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	15,080	14,274	29,354	1,571	1,571	3,142	144	349	776	3,500	3,410	7,015	132	184	316
1898	21,110	17,110	38,220	1,001	1,001	2,002	320	216	543	2,000	1,000	3,000	322	241	563
1899	20,008	17,110	37,118	815	815	1,630	509	146	371	6,434	4,453	10,887	1,672	1,543	3,215
1900	22,008	20,008	42,016	804	804	1,608	143	143	111	11,000	6,111	17,111	2,002	2,002	4,004
1901	35,009	19,700	54,709	416	416	832	242	188	410	4,127	2,783	6,910	...	...	...

## TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.

1897	235,135	30,641	265,776	20,374	20,374	20,374	20,374	20,374	20,374	20,374	20,374	20,374	20,374	20,374	20,374
1898	211,881	20,113	231,994	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113
1899	220,007	20,113	240,120	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113	20,113
1900	282,000	21,173	303,173	21,173	21,173	21,173	21,173	21,173	21,173	21,173	21,173	21,173	21,173	21,173	21,173
1901	286,144	22,190	308,334	22,190	22,190	22,190	22,190	22,190	22,190	22,190	22,190	22,190	22,190	22,190	22,190

## HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	23,045	791	23,836	200	200	200	200	200	200	200	200	200	200	200	200
1898	21,048	1,455	22,503	143	143	143	143	143	143	143	143	143	143	143	143
1899	24,103	1,000	25,103	190	190	190	190	190	190	190	190	190	190	190	190
1900	43,004	1,176	44,180	601	601	601	601	601	601	601	601	601	601	601	601
1901	75,726	1,727	77,453	511	511	511	511	511	511	511	511	511	511	511	511

Transferred partly to the Benar Nagpur railway and partly to the Madras railway from the 1st January 1901.

## DIX 21.

Appendix 21.  
Vehicle mileage.

thousands of miles of each railway (by systems).

37 of Report.)

5' 6"																GAUGE.		
7			8 (a) to (c)			8 (d) to (f)			9 (a) to (f)			10			11			CLASS : No.
NORTH WESTERN RAILWAY			GREAT INDIAN PENINSULA.			INDIAN MIDLAND.			BOMBAY, BARODA AND CENTRAL INDIA.			NIZAM'S GUARANTEED STATE.			MADRAS.			RAILWAY.
Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Calendar year.
COACHING.																		
HOME VEHICLE MILEAGE ON HOME LINE.																		
55,131	15,371	70,502	42,001	...	52,001	12,116	...	12,116	10,115	2,071	22,071	4,538	142	4,680	17,190	6,130	1,920	1897
61,365	17,109	77,734	51,200	...	50,800	12,116	...	12,116	11,811	1,086	12,897	4,008	95	4,103	16,137	5,811	2,108	1898
61,025	17,197	78,222	49,485	...	49,485	14,024	...	14,024	21,728	2,044	23,772	4,900	79	4,979	14,807	6,521	2,198	1899
64,477	18,731	83,208	51,470	...	51,470	15,101	...	15,101	21,481	2,071	23,552	6,954	107	7,061	16,174	6,850	2,402	1900
70,528	18,894	89,422	71,187	...	71,187	...	...	...	1,174	3,120	2,946	12,519	107	12,626	23,300	9,453	32,753	1901
FOREIGN VEHICLE MILEAGE ON HOME LINE.																		
1,244	324	1,568	2,387	257	2,644	1,185	535	1,720	39	13	51	142	64	206	651	26	679	1897
771	131	902	3,100	135	3,235	913	449	1,362	39	14	53	116	56	172	457	565	1,022	1898
711	146	857	3,116	221	3,337	1,044	441	1,485	61	21	82	127	70	198	440	45	493	1899
104	142	246	3,240	230	3,470	1,273	511	1,784	47	13	60	119	35	154	184	54	238	1900
1,207	415	1,622	5,722	161	5,883	...	...	...	38	8	46	131	35	166	2,176	69	2,245	1901
TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.																		
71,071	...	...	55,147	...	...	11,816	...	...	22,071	...	...	4,880	...	...	24,409	...	...	1897
78,474	...	...	54,215	...	...	14,024	...	...	15,101	...	...	4,919	...	...	25,200	...	...	1898
81,149	...	...	53,024	...	...	16,151	...	...	21,481	...	...	4,900	...	...	26,381	...	...	1899
83,208	...	...	51,470	...	...	15,101	...	...	21,481	...	...	7,235	...	...	27,716	...	...	1900
91,731	...	...	71,187	...	...	...	...	...	1,174	...	...	12,519	...	...	35,068	...	...	1901
HOME VEHICLE MILEAGE ON FOREIGN LINES.																		
1,344	...	...	4,015	...	...	1,401	...	...	23	...	...	311	...	...	1,571	...	...	1897
1,602	...	...	3,422	...	...	1,011	...	...	29	...	...	202	...	...	1,336	...	...	1898
1,048	...	...	3,521	...	...	1,211	...	...	64	...	...	238	...	...	1,621	...	...	1899
2,050	...	...	4,008	...	...	912	...	...	74	...	...	283	...	...	1,317	...	...	1900
1,821	...	...	4,126	...	...	...	...	...	64	...	...	253	...	...	3,343	...	...	1901
GOODS.																		
HOME VEHICLE MILEAGE ON HOME LINE.																		
87,031	28,813	115,844	58,740	26,940	85,680	10,601	5,106	15,707	31,062	12,150	44,121	6,818	3,643	10,461	24,780	4,418	21,362	1897
114,450	44,680	159,130	112,797	28,200	140,997	11,401	5,811	17,212	31,750	14,111	54,861	6,691	3,075	9,766	23,832	7,011	30,843	1898
108,113	41,459	149,572	67,415	26,450	93,865	13,001	7,906	20,907	41,234	16,407	57,641	7,021	3,177	10,198	24,738	7,658	32,396	1899
87,822	21,714	109,536	111,576	28,184	139,760	18,700	12,027	30,727	45,200	21,120	66,320	12,467	6,310	18,776	23,400	6,071	30,471	1900
129,118	45,135	174,253	113,481	47,901	161,382	...	...	...	35,514	14,111	49,625	11,417	5,428	17,339	35,130	11,558	47,188	1901
FOREIGN VEHICLE MILEAGE ON HOME LINE.																		
3,266	2,867	6,133	13,618	12,054	25,672	5,041	4,940	9,981	1,110	240	1,350	4,102	3,542	7,644	884	644	1,528	1897
3,066	2,766	5,832	22,138	19,121	41,259	5,700	5,577	11,277	1,110	400	1,510	3,547	4,200	7,747	8,09	844	1,713	1898
3,034	2,745	5,779	22,000	19,107	41,107	7,126	6,151	13,277	2,611	1,124	3,735	5,141	4,123	9,264	1,101	1,155	2,111	1899
2,778	2,510	5,288	23,434	21,070	44,504	11,098	7,342	18,440	3,771	1,220	4,991	7,200	6,115	13,315	2,075	2,000	4,114	1900
2,853	2,513	5,366	24,149	19,716	43,865	...	...	...	6	603	1,271	4,210	3,103	7,313	7,013	6,871	13,884	1901
TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.																		
122,077	...	...	111,107	...	...	21,075	...	...	45,530	...	...	18,195	...	...	22,520	...	...	1897
168,982	...	...	131,200	...	...	26,950	...	...	51,613	...	...	19,172	...	...	32,570	...	...	1898
144,491	...	...	114,228	...	...	31,067	...	...	63,020	...	...	19,664	...	...	34,701	...	...	1899
116,034	...	...	142,110	...	...	49,273	...	...	77,019	...	...	34,497	...	...	34,508	...	...	1900
175,809	...	...	205,501	...	...	...	...	...	47,453	...	...	25,112	...	...	61,172	...	...	1901
HOME VEHICLE MILEAGE ON FOREIGN LINES.																		
11,335	...	...	13,095	...	...	7,244	...	...	3,117	...	...	5,103	...	...	3,270	...	...	1897
9,419	...	...	13,491	...	...	6,022	...	...	3,019	...	...	5,137	...	...	909	...	...	1898
12,356	...	...	16,485	...	...	12,068	...	...	3,215	...	...	6,470	...	...	3,150	...	...	1899
7,575	...	...	16,394	...	...	11,469	...	...	3,089	...	...	7,381	...	...	2,717	...	...	1900
14,606	...	...	16,337	...	...	...	...	...	5,220	...	...	9,305	...	...	5,131	...	...	1901

\* Including the Indian Midland railway system for 1901 only.  
† Included with the Great Indian Peninsula railway system.

# Appendix 21. Vehicle mileage.

## Loaded and Empty Vehicle Mileage in

(Referred to in paragraph

GAUGE.	3' 31"														
CLASS No.	a (b) to (d)			14			16			17			18 (g) to (j).		
RAILWAY.	EASTERN BENGAL STATE			ASSAM-BENGAL			BENGAL AND NORTH-WESTERN			ROMILKUND AND KUMAON.			RAJPUTANA-MALWA.		
Calendar year.	Loaded	Empty.	Total.	Loaded	Empty	Total	Loaded	Empty	Total	Loaded	Empty	Total	Loaded	Empty	Total

### COACHING.

#### HOME VEHICLE MILEAGE ON HOME LINE.

1897	13,063	1,000	14,063	3,431	587	4,018	15,113	151	18,266	4,111	373	4,484	47,564	245	47,712	3,129	13	7,142
1898	15,309	1,624	16,933	4,120	614	4,734	21,151	124	22,079	4,215	341	4,556	46,807	264	47,071	3,204	17	7,111
1899	15,431	1,691	17,122	4,211	710	4,921	22,330	143	24,073	4,443	332	4,775	48,771	195	48,966	3,348	17	7,905
1900	16,341	1,672	18,013	4,242	800	5,042	22,794	101	27,844	4,280	348	4,628	49,422	142	49,564	3,504	12	7,970
1901	16,118	2,062	18,180	6,710	716	7,426	22,704	2,270	35,044	4,312	1,003	5,315	55,161	157	55,318	6,316	35	6,419

#### FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	---	---	---	---	---	---	---	---	---	4	---	4	36	13	49	276	22	296
1898	---	---	---	---	---	---	3	---	---	20	---	20	54	18	72	255	25	280
1899	---	---	---	---	---	---	---	---	---	22	---	22	62	24	86	285	21	306
1900	---	---	---	---	---	---	7	16	23	1	---	2	1,072	21	1,073	311	18	329
1901	---	---	---	---	---	---	6	14	20	2	---	44	74	26	100	260	28	324

#### TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.

1897	13,063	1,000	14,063	3,431	587	4,018	15,113	151	18,266	4,111	373	4,484	47,564	245	47,712	3,129	13	7,142
1898	15,309	1,624	16,933	4,120	614	4,734	21,151	124	22,079	4,215	341	4,556	46,807	264	47,071	3,204	17	7,111
1899	15,431	1,691	17,122	4,211	710	4,921	22,330	143	24,073	4,443	332	4,775	48,771	195	48,966	3,348	17	7,905
1900	16,341	1,672	18,013	4,242	800	5,042	22,794	101	27,844	4,280	348	4,628	49,422	142	49,564	3,504	12	7,970
1901	16,118	2,062	18,180	6,710	716	7,426	22,704	2,270	35,044	4,312	1,003	5,315	55,161	157	55,318	6,316	35	6,419

#### HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	---	---	---	---	---	---	---	---	---	3	---	3	122	---	122	---	---	224
1898	---	---	---	---	---	---	---	---	---	9	---	9	144	---	144	---	---	242
1899	347	---	---	---	---	---	---	---	---	8	---	8	184	---	184	---	---	228
1900	354	---	---	---	---	---	---	---	---	4	---	4	105	---	105	---	---	214
1901	417	---	---	---	---	---	---	---	---	7	---	7	107	---	107	---	---	250

### GOODS.

#### HOME VEHICLE MILEAGE ON HOME LINE.

1897	14,104	6,464	20,568	1,124	1,021	2,145	21,403	12,401	15,404	4,004	2,117	6,121	16,521	9,141	2,011	1,008	3,019	3,019
1898	20,777	6,721	27,498	4,524	3,072	7,596	21,000	10,500	11,000	4,300	2,172	7,472	24,572	10,041	1,561	616	2,184	2,184
1899	23,274	7,000	30,274	4,500	3,500	8,000	24,000	14,000	14,700	4,700	3,221	7,921	26,121	12,771	1,771	601	2,372	2,372
1900	22,100	7,300	29,400	4,271	3,514	7,785	20,271	10,100	10,400	4,400	2,800	7,200	24,600	10,300	2,400	1,200	3,600	3,600
1901	21,776	5,161	26,937	4,211	2,211	6,422	19,422	14,422	15,422	4,522	2,111	6,633	24,133	14,133	3,133	1,024	5,157	5,157

#### FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	---	---	---	---	---	---	---	---	---	65	44	109	700	1,040	1,149	851	---	---
1898	---	---	---	---	---	---	---	---	---	200	207	407	1,100	1,507	1,607	1,473	---	---
1899	---	---	---	---	---	---	---	---	---	370	261	631	1,400	1,931	2,561	2,770	---	---
1900	---	---	---	---	---	---	---	---	---	300	177	477	1,111	1,588	2,699	2,811	---	---
1901	422	111	533	---	---	---	---	---	---	210	104	314	1,700	2,014	2,728	2,877	---	---

#### TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.

1897	28,208	12,924	41,132	4,555	3,602	8,157	32,806	24,801	30,804	8,111	5,487	13,598	64,085	39,281	3,519	2,032	5,551	5,551
1898	37,081	13,345	50,426	8,644	6,086	14,730	42,151	21,500	33,079	8,515	5,513	14,028	71,378	46,807	4,771	3,204	8,075	8,075
1899	38,605	13,691	52,296	8,721	7,210	15,931	46,330	24,443	38,793	9,143	3,652	12,795	75,736	51,736	5,119	3,565	8,684	8,684
1900	38,641	9,000	47,641	8,471	6,314	14,785	32,771	24,100	36,900	8,680	2,800	11,480	74,022	51,864	5,704	3,512	9,216	9,216
1901	37,894	7,271	45,165	10,921	4,927	15,848	37,622	26,622	44,144	8,824	3,111	11,935	77,296	60,318	6,433	3,137	9,570	9,570

#### HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	---	---	---	---	---	---	---	---	---	157	---	157	2,100	---	2,100	---	---	2,100
1898	---	---	---	---	---	---	---	---	---	1,000	---	1,000	2,400	---	2,400	---	---	2,400
1899	221	---	---	---	---	---	---	---	---	2,000	---	2,000	6,000	---	6,000	---	---	6,000
1900	300	---	---	---	---	---	---	---	---	1,100	---	1,100	6,100	---	6,100	---	---	6,100
1901	304	---	---	---	---	---	---	---	---	2,111	---	2,111	4,111	---	4,111	---	---	4,111

## DIX 21—concluded.

Appendix 21.  
Vehicle mileage.

\* thousands of miles of each railway (by systems).

37 of Report).

19													GAUGE
23													CLASS :
23													No.
UDAIPIUR-CHITOR BHILAI NAGPUR-GONDIA- JUNAGADH-TURBANDAR SOUTHERN MAHARATIA SOUTH INDIAN. BURMA. WEST OF INDIA PORTUGUESE RAILWAY													RAILWAY
Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Calendar year.

## COACHING

## HOME VEHICLE MILEAGE ON HOME LINE.

1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901

## FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901

## TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.

1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901

## HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901

## GOODS.

## HOME VEHICLE MILEAGE ON HOME LINE.

1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901

## FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901

## TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.

1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901

## HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901
1897	1898	1899	1900	1901

\* Figures for 1897 are included with the 1898 figures.

# Appendix 22. Mileage earnings.

## APPEN

Gross and net earnings in rupees per mile

(Referred to in

N.B.—A reference to Appendix 2 will furnish the

Gauge.

5' 6"

Cross  
No.

Railway	F. B. SYSTEM.			B. N. SYSTEM			N. W. SYSTEM		G. I. P. SYSTEM		B. H. & C. SYSTEM		N. C. S. SYSTEM		M. SYSTEM		B. D.	
Calendar year.	L. I.	S. G.	B. C.	B. N.	R. D.	E. C.	C. I.	O. &	Coml.	Mily.	G. I.	L. M.	B. H.	R. M.	S. G.	H. G.	M.	B. D.
			(a)	(a)	(b)						(a) to (b)	(c) to (d)	(e) to (f)	(g) to (h)	(i) to (j)	(k) to (l)	(m) to (n)	

### COACHING TRAFFIC.

1897	9,554	11,010	1,700	5,376	1,010	—	2,700	—	4,100	5,400	1,100	5,200	2,500	7,000	3,300	2,100	—	5,400	—	1,200
1898	9,911	10,962	3,000	5,140	1,000	—	2,500	—	4,100	4,500	1,100	4,700	2,500	6,500	3,300	2,300	—	4,700	—	1,300
1899	9,975	11,335	3,000	4,900	1,000	—	2,700	—	4,100	4,500	1,200	5,200	2,500	7,000	3,100	2,100	300	4,200	5,250	1,400
1900	10,227	11,400	3,000	5,000	2,500	—	3,000	—	4,100	—	1,300	5,800	2,100	7,000	3,000	2,000	1,000	4,500	6,750	1,100
1901	11,000	11,000	3,000	5,400	3,700	500	—	—	5,000	4,000	1,000	4,500	2,000	7,000	4,000	2,000	2,000	1,000	7,700	7,700

### GOODS TRAFFIC.

1897	21,400	22,000	5,000	—	—	—	4,000	—	4,000	—	—	—	—	—	—	—	—	—	—	—
1898	21,500	21,500	5,000	—	—	—	4,000	—	4,000	—	—	—	—	—	—	—	—	—	—	—
1899	22,000	22,000	5,000	—	—	—	4,000	—	4,000	—	—	—	—	—	—	—	—	—	—	—
1900	22,000	22,000	5,000	—	—	—	4,000	—	4,000	—	—	—	—	—	—	—	—	—	—	—
1901	22,000	22,000	5,000	—	—	—	4,000	—	4,000	—	—	—	—	—	—	—	—	—	—	—

### GROSS EARNINGS PER MILE WORKED.

1897	31,000	15,277	9,230	10,100	7,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1898	31,000	15,277	9,230	10,100	7,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1899	31,000	15,277	9,230	10,100	7,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1900	31,000	15,277	9,230	10,100	7,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1901	31,000	15,277	9,230	10,100	7,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### NET EARNINGS PER MILE WORKED.\*

1897	28,112	19,300	5,400	3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1898	28,112	19,300	5,400	3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1899	28,112	19,300	5,400	3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1900	28,112	19,300	5,400	3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1901	28,112	19,300	5,400	3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

\* Transferred partly to the Bengal-Nagpur



# Appendix 23.

## Train-mileage earnings.

APPEN

### Gross and net earnings in rupees (excluding steam-boat

(Referred to in paragraph

N.B.—A reference to Appendix 3 will furnish the key

GAUGE.		5' 6" GAUGE.						3' 3 1/2"											
Class.	No.	2		3	4	5	6	10		11		12	13	14					
Calendar year.	R. I.	E. R. S. SYSTEM		B. C.	R. N. (a) & (b)	E. C.	O. & R.	N. W. SYSTEM		G. I. P. SYSTEM		H. B. & C. I. SYSTEM.		N. G. S. SYSTEM.		M. SYSTEM.		B. D. D. S. A. B.	
		5' 6" gauge	(Mho. gauge)					Commercial Station	Mileage Station.	(a) P. (c)	(b) M. (d)	(c) I. (e) & (f)	(d) R. M. (g)	(e) V. G. (h)	(f) H. G. (i)	(g) M. (j)	(h) N. (k)		
1897	3 53	3 75	2 45	2 46	2 11	2 73	3 30	2 85	1 75	2 93	3 15	3 81	3 85	.	.	.	2 13	3 57	3 50
1898	3 61	2 60	2 45	2 87	1 73	2 97	3 35	1 07	2 63	1 64	2 95	3 20	2 94	3 15	..	3 26	2 39	3 05	4 85
1899	3 59	2 67	2 76	2 71	2 55	3 38	3 86	2 55	1 58	2 71	3 43	3 13	3 26	1 77	.	.	2 55	2 98	4 93
1900	3 62	2 67	3 15	3 25	3 62	3 81	2 71	2 56	2 13	2 97	3 5	3 11	3 50	2 61	3 16	4 10	2 07	3 23	1 80
1901	3 65	2 95	2 53	3 65	3 30	5	2 64	2 51	2 75	2 76	5 50	3 11	3 14	2 69	2 91	.	1 81	2 56	3 54

### EARNINGS FROM COACHING TRAFFIC.

1897	5 17	5 60	3 35	2 14	3 69	2 50	3 32	1 50	50	1 10	1 15	1 25	1 11	1 15	.	.	2 71	3 14	1 73
1898	1 40	.	3 50	1 61	4 14	2 50	3 50	1 30	36	5 23	3 01	5 31	1 04	1 55	.	.	7 50	1 80	1 72
1899	4 79	.	3 31	2 19	4 26	2 75	3 12	4 50	2 11	5 14	3 14	.	1 21	1 69	3 21	4 73	2 50	1 57	1 53
1900	4 50	6 17	3 11	2 57	3 86	2 85	3 15	4 20	2 10	1 71	1 75	7 77	1 21	4 60	2 05	1 70	3 79	9 91	1 25
1901	4 64	5 93	3 09	2 52	13	5	3 45	.	.	.	.	4 04	9 11	4 10	1 50	2 35	3 70	6 33	4 72

### GROSS EARNINGS †

1897	1 50	4 30	3 21	2 40	3 15	2 81	3 55	3 91	2 76	3 11	1 87	3 04	4 15	...	1 46	...	4 46	3 95	1 18
1898	4 41	4 43	3 14	2 72	3 51	2 50	3 46	3 97	2 71	3 07	3 57	6 25	3 71	4 30	...	4 21	5 46	3 83	1 13
1899	4 50	4 50	1 12	2 78	1 09	2 85	3 50	3 46	2 31	3 7	3 50	6 14	3 53	1 64	2 85	1 00	7 30	6 61	3 91
1900	4 35	4 09	3 19	3 14	5 00	3 30	3 41	3 72	2 50	2 65	3 91	5 41	3 97	4 49	2 33	1 13	5 15	5 60	4 27
1901	4 33	4 61	3 02	3 75	3 51	5	3 30	3 86	2 32	4 10	3 76	6 23	4 00	4 37	2 06	3 19	5 73	3 78	3 91

### NET EARNINGS †

1897	3 23	2 40	1 84	1 50	1 66	1 55	1 54	1 97	1 66	1 60	1 62	3 52	1 19	2 23	...	2 72	2 51	1 21	0 18
1898	2 99	2 50	1 76	0 98	1 71	1 55	1 51	2 10	— 0 01	1 49	1 60	3 10	2 11	3 10	...	2 17	2 50	1 31	0 12
1899	2 95	2 30	2 61	1 05	2 03	1 01	1 01	2 00	— 0 50	1 72	1 51	3 21	2 25	2 62	1 06	1 30	3 05	2 00	0 13
1900	2 81	2 47	1 92	1 30	2 32	0 95	1 00	1 77	— 0 18	1 70	1 06	2 68	2 19	2 63	0 92	1 40	2 83	2 12	0 01
1901	2 81	2 27	1 67	1 72	1 67	6	1	2 13	0 08	2 14	1 72	3 40	2 15	2 81	1 22	1 70	1 95	1 90	0 09

\* Including Farakka Light Railway, the line which was opened in 1901 and up to 1905.

\*\* Information

† Includes all other earnings except

‡ The earnings from coaching and goods traffic

§ Transferred partly to the Bengal-Nagpur railway

## DIX 23.

Appendix 23.  
Train-mileage earnings.

earnings) per train-mile of each railway (by systems).

30 of Report.)

the code letters used to express railway systems.

GROSS EARNINGS.										2 <sup>ND</sup> GROSS EARNINGS.					3 <sup>RD</sup> GROSS EARNINGS.				GAUGE.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Calendar year
D	R & N. W.	R & K SYSTEM (G) A (H)	J B	L C	B G P	J S M	W P	V I	H	J R W	B L	B P	B K L	F B	D H	B A	H S	J.	

## EARNINGS FROM COACHING TRAFFIC.

	2.5	2.76	..	0.13	2.70	3.19	2.52	1.8	2.57	1.71	2.16	0.00				7.76				1897
	2.30	3.52	.	2.80	2.17	2.87	2.19	1.71	2.78	1.16	2.05	0.00				5.16				1898
	2.04	3.77	..	3.10	3.50	3.22	2.19	1.5	2.63	3.31	2.19	0.15	0.00	0.00	0.00	7.02	0.00	0.00	0.00	1899
	2.05	3.51	.	2.50	3.79	3.01	2.50	1.5	2.78	3.82	2.16	1.82				7.74				1900
8.07	2.1	2.81	0.6	2.94	3.71	3.5	2.5	0.6	3.11	3.00	2.17	1.9	1.0	2.5	0.96	7.19	2.97	1.12	0.75	1901

## EARNINGS FROM GOODS TRAFFIC.

				2.0	2.10					2.27	1.5				1.319				1897
	1.71	2.17		49	4.22		4	1.7							2.29				1898
	2.76	2.17		.77	1.70										3.31				1899
	2.61	2.12		53	5.36		2.5	1.1		3.1	3.12				3.31				1900
0.40	2.51	2.79	0.								0.1	1.3	3.10	0.26	0.17	0.13			1901

## GROSS EARNINGS †

2.26	2.66	3.65		3.23	2.69	3.12	2.25	3.52	1.1	3.0	2.17	0.11			1.51	..	..	3.07	1897	
2.05	2.62	3.90	..	3.32	3.11	3.39	2.6	4.02	2.51	1.0	2.22	1.31	1.00	..	2.00	1.76	7.08	2.01	3.10	1898
2.13	2.51	3.00		3.61	4.12	3.65	2.63	4.91	2.61	2.00	2.30	5.13	0.22	1.61	2.5	1.11	3.07	2.10	3.29	1899
2.27	2.15	2.92	..	2.91	4.81	3.11	2.19	3.02	2.8	3.2	1.5	7.26	0.96	2.28	2.31	1.29	3.12	2.26	3.21	1900
3.18	2.67	2.1	1.16	2.6	4.39	3.6	2.51	1.0	1.15	3.30	2.1	9.59	0.17	2.11	2.57	9.19	9.32	1.26	2.11	1901

## NET EARNINGS †

0.53	1.18	1.67		2.13	0.93	1.51	0.94	3.11	1.21	1.39	1.22	0.21			2.01			0.1	1897	
0.13	1.50	1.13		1.97	1.29	1.10	0.73	-2.00	1.11	1.25	0.27	0.51	0.28	0.60	2.15	1.13	0.17	0.71	1898	
0.10	1.31	1.50	...	2.21	2.05	1.75	0.5	1.11	1.23	1.21	0.33	3.61	0.18	0.29	0.79	1.53	1.5	0.61	-0.29	1899
0.18	1.21	1.50	...	1.62	2.62	1.72	1.16	-1.09	1.19	1.45	0.71	2.15	0.27	0.61	0.79	1.92	1.64	0.73	-0.56	1900
1.23	1.19	1.60	0.35	1.13	1.82	1.50	0.71	-3.79	1.69	1.40	0.75	1.19	0.23	0.51	0.52	1.79	1.12	0.68	-0.12	1901

not available.

those from steam-haul.

are not shown separately in the accounts.

and partly to the Madras railway from the 1st January 1901.



# Appendix 24.

## Working expenses.

# APPEN

## Working expenses in thousands of rupees

(Referred to in paragraph

N. B.—A reference to Appendix 2 will furnish the key to

Class No.	F. R. & S. SYSTEM					N. W. SYSTEM					G. I. P. SYSTEM					O. B. AND C. I. SYSTEM					N. G. & S. SYSTEM				
	L. I.	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th	3rd 6th 12th 18th 24th
ENGINEERING.																									
1897	44,07	7,11	6,11	11,07	1,11	8,06	1,11	3	1,11	40,00	1,11	60,00	1,11	6,11	60,71	27,00	21,71	19,11	5,70	1	3,70				
1898	45,17	8,20	7,21	12,02	1,11	9,11	1,11	31	12,20	45,90	1,11	50,2	1,11	7,00	47,11	18,71	21,00	19,11	1,01	1	4,01				
1899	50,12	11,72	7,17	21,19	1,11	19,11	1,11	11	1,12	41,11	1,11	61,0	1,11	6,02	67,11	21,11	21,11	19,11	1,72	1	1,72				
1900	61,01	12,20	8,17	21,11	1,11	11,11	1,11	21	1,12	51,11	1,11	61,1	1,11	10,70	61,77	17,71			1,09	7,00	2,7	10,05			
1901	60,00	10,70	8,20	19,11	1,11	17,71	1	40	17,11	60,11	1,11	61,1	1,11	8,11	69,11	18,71			41,05	1,11	1,11	10,7			
LOCOMOTIVE.																									
1897	40,11	11,11	6,11	17,12	1,11	8,06	7,00	11	11,00	40,11	1,11	60,11	1,11	12,11	62,11	21,11	11	1,02	1,70	1	1,70				
1898	40,11	11,11	6,11	11,11	1,11	10,11	6,71	11	1,11	40,11	1,11	61,11	1,11	11,71	61,77	21,11	11	1,02	1,70	1	1,70				
1899	41,11	11,11	6,11	11,11	1,11	11,11	1,11	11	1,11	41,11	1,11	61,11	1,11	11,77	61,77	21,11	11	1,02	1,70	1	1,70				
1900	41,11	11,11	6,11	11,11	1,11	11,11	1,11	11	1,11	41,11	1,11	61,11	1,11	11,77	61,77	21,11	11	1,02	1,70	1	1,70				
1901	41,11	11,11	6,11	11,11	1,11	11,11	1,11	11	1,11	41,11	1,11	61,11	1,11	11,77	61,77	21,11	11	1,02	1,70	1	1,70				
CARRIAGE AND WAGON.																									
1897	27,71	2,11	1,11	1,11	1,11	2,11	1,11	1,11	1,11	27,71	1,11	27,71	1,11	2,11	27,71	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
1898	18,71	2,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	18,71	1,11	18,71	1,11	2,11	18,71	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
1899	10,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	10,11	1,11	10,11	1,11	2,11	10,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
1900	21,00	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	21,00	1,11	21,00	1,11	2,11	21,00	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
1901	22,00	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	22,00	1,11	22,00	1,11	2,11	22,00	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
GRAND TOTAL.																									
1897	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	11,27	1,11	11,27	1,11	1,11	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
1898	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	11,27	1,11	11,27	1,11	1,11	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
1899	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	11,27	1,11	11,27	1,11	1,11	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
1900	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	11,27	1,11	11,27	1,11	1,11	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
1901	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	11,27	1,11	11,27	1,11	1,11	11,27	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11
TOTAL.																									
1897	1,12,11	11,11	27,71	67,11						1,12,11	11,11	27,71	67,11												
1898	1,12,11	11,11	27,71	67,11						1,12,11	11,11	27,71	67,11												
1899	2,17,77	11,11	20,11	1,11						2,17,77	11,11	20,11	1,11												
1900	2,17,77	11,11	20,11	1,11						2,17,77	11,11	20,11	1,11												
1901	2,17,77	11,11	20,11	1,11						2,17,77	11,11	20,11	1,11												
TOTAL.																									
1897	1,12,11	11,11	27,71	67,11						1,12,11	11,11	27,71	67,11												
1898	1,12,11	11,11	27,71	67,11						1,12,11	11,11	27,71	67,11												
1899	2,17,77	11,11	20,11	1,11						2,17,77	11,11	20,11	1,11												
1900	2,17,77	11,11	20,11	1,11						2,17,77	11,11	20,11	1,11												
1901	2,17,77	11,11	20,11	1,11						2,17,77	11,11	20,11	1,11												

\* Includes working expenses under miscellaneous and steam  
 \* Includes the Lardham Light railway, as the line was  
 2 Transferred parts to the Bengal-Nagpur railway and part of  
 1 Inform to  
 Note.—For working expenses per mile

**of each railway (by systems).**

40 and 46 of Report )

the code letters used to express railway systems

## Appendix 24. Working expenses.

[illegible]

## LITERATURE

12.0	27	2.91	2.90	4	7.27	1.75	91	30	11.91	83	11.94	12.11	42	11				79			21	1047
12.75	36	2.73	6.00	5	7.81	1.87	1.01	10	11.57	74	9.76	11.84	41	12	6		14	77	24	14	24	1048
12.03	27	1.1	1.1	6	10.21	2.28	2.00	21	11.72	86	8.19	12.11	40	12	9	6	14	1.03	69	13	20	1050
12.09	25	1.73	1.11	4	11.01	1.08	1.32	3	11.11	67	0.19	11.71	41	11	9	11	17	76	24	12	40	1040
11.91	11	1.01	5.0	1	1.0	1.82	1.72	3	11.11	71	8.71	11.41	11	11	9	12	10	110	11	11	11	1041

**LEONINE.**

2170	80	50	101	6	5.27	1.70	1.1	20	5.5	39.08	78	17.73	1.1	1.1	1.20	20	1907
2011	80	50	100	5	5.18	1.1	1.1	25	5.18	15.87	87	17.64	10.8	75	2.0	12	1898
2100	80	50	100	5	5.18	1.1	1.1	30	5.18	10.0	1.0	17.80	18.70	88	1.8	11	1899
2291	85	57	12	2	11	2.0	1.1	30	5.5	18.80	91	18.11	25	1.0	10	13	1900
28.2	90	75	12	1.1	10	9.90	1.0	30	5.0	17.91	96	19.58	26.1	1.00	17	11	1901

**CARRIAGE AND WAGON.**

0.76	1	1.7	16	20	7	66	1.7	17	2.21	7.0	1	1	1	1	17	1	4	1007
4.0	3	1.1	1	20	3	11	1.5	16	2	1.7	15	1	2	1	11	9	5	1004
4.0	5	1.2	0.2	1	1	66	1.5	19	1.5	6.1	17	1	4	2	11	10	22	1000
4.0	4	1	1	1	4	73	1.5	21	1.17	6.0	1	1	2	1	65	9	6	1001
	1	1	1	1	1	70	1.5	21	1.40	6.0	1	1	1	1	61	9	6	1001

[illegible]

64.	31	40	2.10	2	1.6	1.11	11	1.07
67.3	29	40	2.27	1	1.4	1.10	11	1.09
6.00	2	20	1.12	2	1.4	1.1	0	1.00
6.15	4	24	1.10	2	1.10	1.1	5	1.00
6.16	1	2	1.21	1	1.10	1.00	0	1.2

**Total \***

[illegible]

boat, direct charges and contribution to Provident Fund  
opened from the 20 April 1901 to  
to the Waikanae railway from the 1st January 1901

id per train-mile, see Appendices 26 and 27



DIX 25.

Appendix 25.  
Proportion of expenses to earnings.

to gross earnings of each railway (by systems.)

40 and 45 of Report).  
the code letters used to express railway systems

3' 34".												2' 0".					2' 0".				Range.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class. No.	
B. D.	D. S.	A. B.	D.	B. & N. W.	B. & K. (a) & (b)	P. L. (c)	J. D.	U. C.	B. & J. P.	S. M.	W. J. P.	R. I.	R.	M. K. W.	B. L.	D. P.	R. K. L.	T. D.	D. H.	H. A.	H. S.	J.	Calendar Year.

ENGINEERING DEPARTMENT.

9-31	35	4-25	8-11	12-11	13-96	..	7-36	24-71	13-53	12-66	29-55	12-29	11-35	9-26	10-11	..	..	..	10-67	..	..	21-21	1897
13-54	32-07	10-06	11-86	12-14	12-51	..	11-07	19-96	11-61	16-56	21-56	10-56	11-28	11-61	9-16	11-22	..	21-36	10-20	11-76	17-03	21-71	1898
9-57	16-04	26-20	11-89	11-14	13-13	..	11-01	11-15	12-11	15-71	10-19	6-31	11-63	10-38	7-18	13-03	10-06	18-17	11-30	13-46	16-60	31-78	1899
7-06	17-83	25-90	11-59	13-73	11-00	..	10-52	8-29	10-80	15-44	20-06	9-97	12-13	10-02	10-07	11-98	15-23	17-08	4-61	10-97	15-17	50-33	1900
6-76	19-31	23-56	7-78	12-35	16-35	‡	16-01	11-63	17-01	18-01	20-13	8-35	11-03	11-51	6-71	11-30	16-08	17-81	13-51	11-40	14-05	11-00	1901

LOCOMOTIVE.

8-42	10-69	31-04	20-15	6-78	11-96	..	11-52	16-63	16-82	20-28	12-37	18-09	17-64	18-17	17-11	..	..	..	17-27	..	..	20-71	1897
9-19	11-23	15-42	29-77	8-49	10-08	..	11-19	17-20	17-23	21-11	37-57	20-12	17-71	19-41	17-81	10-08	..	15-16	14-05	12-27	12-13	17-15	1898
9-30	11-16	13-25	18-10	10-62	10-11	..	11-17	15-19	15-50	21-71	18-01	20-25	20-61	20-51	11-15	20-11	11-07	11-17	19-78	12-26	11-53	19-31	1899
10-72	11-23	11-02	31-55	11-24	9-79	..	20-02	15-51	16-11	21-71	25-09	17-85	20-61	22-44	9-27	19-17	15-21	15-56	14-52	14-46	13-00	10-22	1900
11-32	12-31	11-76	31-56	10-15	11-21	‡	21-67	17-71	16-61	22-07	26-86	18-11	22-21	27-51	10-15	16-57	16-28	17-51	15-16	17-51	16-31	13-29	1901

CARRIAGE AND WAGON.

1-2	5-01	2-11	2-10	2-6	3-51	..	2-04	1-70	3-11	1-11	9-13	5-19	1-01	2-71	3-11	..	..	..	6-28	..	..	1-30	1897
1-12	5-17	3-10	5-15	2-2	3-15	..	1-70	2-21	2-25	3-58	1-32	6-02	4-77	1-07	3-32	3-31	..	5-38	5-87	1-72	1-73	3-12	1898
2-12	5-15	3-20	15-31	2-15	3-57	..	1-68	5-05	2-07	6-30	3-15	5-00	1-71	1-07	3-31	5-11	4-53	5-01	7-11	3-81	1-26	22-11	1899
2-05	5-15	3-60	10-61	3-21	7-07	..	2-18	1-32	1-06	6-07	6-29	5-02	1-85	1-03	2-30	1-26	3-65	7-36	8-09	3-51	2-00	7-37	1-60
1-14	5-11	1-33	2-10	2-70	1-11	‡	4-30	6-67	3-60	6-97	5-01	5-14	5-11	1-01	1-51	6-2	1-79	5-11	6-65	3-61	3-17	7-30	1901

TRAFFIC

10-1	6-29	16-01	17-25	7-72	9-75	..	5-91	8-21	19-16	9-62	28-36	1-07	10-18	10-37	11-51	..	..	..	8-61	..	..	21-11	1897
11-02	6-18	12-57	17-00	7-19	8-10	..	5-21	8-75	10-77	11-5	22-59	9-11	10-75	11-07	17-01	23-75	..	17-73	7-79	16-10	27-21	19-61	1898
11-19	6-20	12-52	16-31	7-21	7-05	..	1-03	8-18	9-02	11-11	10-09	8-91	10-00	10-02	10-62	24-18	31-13	16-16	9-15	17-59	27-01	19-52	1899
10-11	6-43	17-54	15-06	8-12	7-19	..	5-55	6-76	9-51	10-60	17-21	11-02	9-27	11-16	12-29	20-51	28-22	15-00	8-56	18-31	29-13	21-05	1900
9-18	6-9	17-71	13-25	8-17	8-16	‡	5-60	9-00	9-97	11-01	15-19	7-22	9-17	10-60	10-06	19-39	20-05	19-77	7-79	10-01	25-25	19-10	1901

GENERAL

10-04	9-78	25-11	7-11	6-43	11-42	..	3-29	6-08	9-75	9-16	25-02	6-75	6-29	8-61	31-18	..	..	..	9-02	..	..	11-11	1897
10-78	9-60	17-36	7-11	6-21	9-71	..	3-21	8-79	10-01	12-53	11-29	7-29	7-01	10-09	30-05	17-01	..	11-77	9-59	10-29	15-01	11-50	1898
9-03	8-73	21-18	7-07	5-85	8-07	..	2-71	6-87	9-33	10-71	16-72	7-16	7-77	10-60	21-50	18-15	10-75	13-01	11-17	5-17	7-11	12-51	1899
7-03	8-29	18-11	6-71	6-10	8-78	..	3-25	5-51	8-61	9-20	25-73	7-25	6-22	7-71	20-63	15-06	9-62	13-03	9-01	4-67	7-29	12-35	1900
11-21	8-20	20-22	5-75	5-73	9-51	‡	4-13	7-74	10-71	10-13	30-73	6-15	6-30	9-50	22-71	15-52	9-71	17-57	10-87	5-7	7-10	11-18	1901

PROPORTION OF TOTAL WORKING EXPENSES TO GROSS EARNINGS.

19-27	68	9-102	71	63	23	43	7-	59	16	...	31	67	6-18	35	83	57-01	1-0	46	33	15	5-25	50	10	79	99	...	...	..	35	29	..	..	25	13	1897										
57-10	25	79	98	81	79	17	13	37	51	58	...	10	85	57	33	59	67	70	17	119	87	51	01	57	87	50	41	81	13	71	01	...	10	49	33	49	54	36	72	12	79	02	1898		
58-63	18	51	40	63	79	93	46	07	50	00	...	39	99	50	21	51	02	67	78	71	21	2	66	50	45	10	06	59	63	81	37	21	81	72	51	61	05	55	03	70	77	106	16	1899	
64-68	10	20	73	69	7	40	40	21	47	97	...	11	30	41	50	50	26	61	73	130	04	50	49	55	12	62	19	07	80	72	03	71	05	73	12	100	24	51	99	61	71	118	07	1900	
49-65	51	80	74	00	61	4	14	50	41	90	70	00	53	59	57	61	57	20	70	45	113	20	46	61	58	02	65	00	52	89	70	23	75	03	79	41	61	14	86	21	70	52	105	01	1901

and partly to the Madrid railways. ‡ Information not available which has been closed from 25th March 1900 and subsequently abandoned. § Including special and miscellaneous and steam-boat expenses.

# Appendix 26.

## Mileage expenses.

APPEN

Working expenses per mean mile

(Referred to in paragraphs

Note.—A reference to Appendix 2 will furnish the key

GAUGE.

5' 6"

Class: No.

13

Calendar year.	E. B. system.			B. C.	R. N. (a) & (b)	E. C.	P. T.	O. & R.	N. W. system.			G. I. P.		J. B. & C. I.		N. G. S. system.		Madras system.		D. D. S.		
	E. I.	5' 6" gauge	Other gauges						Com. arc	Mily. arc	Total.	(a) (i) (c)	(d) (k) (h)	(b) (j) (f) (g)	(e) (l) (i) (h)	(a) (i) (c)	(d) (k) (h)	(b) (j) (f) (g)	(e) (l) (i) (h)			
ENGINEERING DEPARTMENT																						
1897	2,321	3,024	1,003	1,421	935			4,104	1,520	2,213	1,435	1,977	3,091	704	4,652	1,111	1,632	...	1,504	.	742	3,323
1898	2,211	2,220	1,321	1,311	1,031	935		4,751	1,251	1,506	1,347	1,681	2,664	778	3,075	1,000	1,304	...	1,401		984	3,216
1899	2,706	5,134	1,254	1,201	1,001	850		4,024	1,201	1,465	1,781	1,541		870	3,151	1,404	1,530	...	1,401	2,501	742	1,800
1900	3,017	4,053	1,136	1,101	1,011	1,134		4,001	1,514	1,131	1,201	1,201	1,077	840	3,511	1,701	2,252	711	1,637	...	406	2,033
1901	3,122	3,873	1,111	1,311	1,101	†		5,101	1,501		1,301	1,441	2,201	673	1,511	1,111	02	101	1,171	801		2,060

## LOCOMOTIVE DEPARTMENT.

1897	2,551	4,561	1,001	1,121	1,031	1,321	5,172	1,551	2,001	1,101	2,211	4,671	1,311	4,211	1,761	1,131	...	2,101	...		714	1,021
1898	3,054	3,111	1,041	071	1,001	1,231	5,621	1,101	2,071	1	1,111	5,001	1	4,511	1,511	1,111	...	2,401	...		714	1,101
1899	3,191	3,401	1,001	1,081	1,041	1,143	4,091	1,211	2,701	1,111	2,301	5,211	1	4,131	2,111	1,511	511	2,801	1,211		714	1,241
1900	3,471	3,814	1,143	1,057	1,278	1,47	8,101	1,832	2,111	1,121	2,201	5,201		1,521	2,011	1,141	771	2,101	1,211		616	1,270
1901	3,601	4,147	1,243	1,163	1,199	†	7,513	1,703	3,001	1,113	2,531	5,097		1,721	2,111	1,441	601	2,111	1,111		670	1,315

## CARRIAGE AND WAGON DEPARTMENT

1897	97	1,045	304			101	2,601	3	512	141	301	1,011	311	1,612	401	331		718		81	577
1898	941	1,114	322	301		241	1,305	478	502	11	41	2,176	314	1,901	407	114		556		131	540
1899	941	1,001	304	33		241	1,4	701	613	101	41	1,301	307	2,041	501			523		101	581
1900	1,011	1,713	301			241	5,828	601	548	171	441	1,102	311	1,011				571		111	621
1901	1,011	2,201	470		311		4,601	411	810	201	641	1,309	380	1,204		372				160	577

## TRAFFIC DEPARTMENT

1897	1,004	1,701	841	071	640	604	13,801			304	901	1,011	511		841	750		071		824	501
1898	2,028	4,141	931	1,032	637	672	15,441	827	1,031	401	87	2,001	141	1,721	807	747		1,016		821	600
1899	2,108	4,051	941	942	631	670	15,005	801	1,001	451	86	2,001	541	1,571	871	774		1,012	470	852	673
1900	2,151	4,131	941	1,064	742	737	20,015	941	1,011	451	851	2,121	521	1,561				1,011	572	581	733
1901	2,163	4,131	1,001	1,011	701		19,811	1,041	1,121	470	931	2,001	604	1,430	1,01	761		982	632	413	787

## GENERAL CHARGES.

1897	1,429	444	934	611	542	1,825	476	401	271	421	911	554	1,002	626	820	...	677	.	852	916	
1898	1,434	460	1,062	631	582	2,645	435	401	200	410	891	521	921	720	753	...	668	...	717	945	
1899	1,044	448	401	1,010	611	505	2,339	401	401	410	878	503	814	622	761	174	600	160	687	948	
1900	1,041	1,411	401	1,068	608	533	2,968	472	472	270	422	942	470	747	570	720	204	724	220	406	9
1901	1,121	1,447	405	1,101	608		2,873	476	491	270	427	1,011	329	868	610	714	507	622	220	506	926

## TOTAL WORKING EXPENSES.\*

1897	2,409	16,440	3,531	5,183	3,721	3,525	28,701	5,492	7,208	3,502	6,074	12,500	3,834	13,170	4,010	5,024		6,577		3,260	6,480
1898	10,244	14,087	4,215	5,051	3,501	3,710	32,671	4,580	6,725	3,316	5,795	13,620	3,847	12,230	5,000	4,813		6,317		4,176	6,476
1899	11,033	16,700	4,011	5,025		3,510	29,780	4,013	6,632	3,722	5,795	13,102	4,102	12,470	5,785	5,417	1,044	6,571	6,937	3,324	5,303
1900	11,511	17,000	4,197	5,614	4,371	4,301	42,101	3,599	6,279	3,355	5,452	12,818	4,246	13,193	6,853	6,167	2,209	6,507	4,461	2,178	5,720
1901	12,163	17,137	5,000	5,401	4,301		41,011	4,118	7,186	3,601	6,159	12,834	3,885	9,604	6,993	4,370	2,702	6,160	6,191	2,234	5,813

\* Includes special and miscellaneous expenditure, direct charges,

† Transferred partly

‡ Information

N.B.—Excludes Cherra-Companyganj railway which

## DIX 26.

worked of each railway (by systems.)

40 and 45 of Report.)

to the code letters used to express railway systems.

Appendix 26.  
Mileage expenses.

3' 3 1/2"											2' 6"					2' 0"				Gauge.	
14	15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class. No.
A. B.	D.	B. & N. W.	R & K. SYSTEM.		J. B.	U. C.	H. G. J. P.	S. M.	W. L. P.	S. I.	D.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar year.
			R & K (a) & (b)	P. L. (c)																	

## ENGINEERING DEPARTMENT.

850	874	891	625	...	240	588	682	766	1,056	1,057	1,403	447	501				1,541			814	1897	
2,070	956	888	673	...	493	471	657	763	1,054	831	1,371	414	571				911	1,509	1,158	634	891	1898
1,030	1,034	967	812	...	551	373	598	765	1,142	744	1,314	510	541	278	521	871	2,017	1,388	561	1,011	1899	
1,016	807	972	707	...	406	312	561	841	1,315	857	1,264	441	602	280	543	851	1,373	978	608	2,851	1900	
942	784	941	651	‡	505	441	57	911	1,475	792	1,340	438	525	302	561	753	2,087	1,080	719	412	1901	

## LOCOMOTIVE DEPARTMENT.

641	1,276	646	571	...	404	341	841	1,221	1,487	1,271	1,724	823	834				2,539			708	1897	
611	1,295	655	541		411	431	771		1,624	1,581	1,711	711	1,117	361			663	2,671	561	444	611	1898
632	1,713	781	627		672	511		1,153	2,121	1,614	1,921	921	831	435			687	2,717	1,073	401	711	1899
565	2,372	714	502		771	711	831	1,111	1,932	1,481	2,127	1,276	521	482	491	751	2,241	1,903	405	642	1900	
544	3,281	783	701	I	691		61	1,121	1,931	1,721	2,221			441	551	753	2,151	1,413	651	1,141	1901	

## CARRIAGE AND WAGON DEPARTMENT.

80	145	121	157	...	91	111	241	313	471	441							921			141	1897
151	541	164	179	...	51	147	271	316	474	451			300	76			861	371	172	181	1898
125	1,065	181	211	...	161	141	311	371	444	441	181	242	116	131	381	1,001	371	144	831	1899	
141	774	227	211	...	161	61	111	311	415	411	181	111	91	247	351	1,275	314	101	221	1900	
150	212		277	‡	71	21	151	351	411	481		172	143	161	111	1,064	331	131	21	1901	

## TRAFFIC DEPARTMENT.

556	1,012	517	437	.	211	161	527	551	771	977	471	787	..				1,176			814	1897	
513	1,174	551	457	...	152	217	481	514	741	1,032	441	1,065	560				711	1,003	1,297	851	712	1898
502	1,131	532	474	...	111	281	471	541	714	914	447	766	514	1,064			781	1,325	1,507	942	725	1899
533	1,164	511	477		211	111	414	577	1,112	717	942	501	695	514	681		801	1,351	1,642	1,013	711	1900
506	1,136	653	524	‡	184	211	411	561	684	962	405	784	511	1,112			1,191	1,538	1,001	551	1901	

## GENERAL CHARGES.

826	515	473	514	...	111	124	461	554	1,137	580	683	310	1,575				1,151			381	1897	
781	526	455	525	...	112	207	471		1,784	574	733	371	1,814	401			631	1,411	501	541	411	1898
802	491	430	517	...	127	212	471	523	1,872	572	727	473	1,778	361	531		601	1,401	454	251	461	1899
712	401	446	521	...	127	262	447	501	1,871	601	612	346	1,714	381	341		651	1,431	411	251	416	
641	579	442	597	‡	134	252	447	531	1,921	612	648	361	1,772	421	331		733	1,671	532	283	423	

## TOTAL WORKING EXPENSES.\*

3,049	4,002	2,945	2,661	...	1,171	1,323	2,811	3,448	5,948	4,369	835	2,289	3,283				3,051			2,002	1897	
4,305	5,323	2,878	2,791	...	1,541	1,381	2,632	1,233	5,824	4,321	5,497	2,249	4,800	1,705			3,271	8,101	4,520	2,649	2,867	1898
5,135	5,550	3,201	3,101	...	1,811	1,714	2,358	3,797	6,753	4,208	5,481	2,854	4,240	1,734	2,51	3,431	9,085	4,921	2,388	3,947	1899	
3,060	5,746	3,234	2,900	...	1,714	1,761	2,609	3,130	6,715	4,189	5,500	2,803	3,798	1,799	2,461	3,501	8,604	4,647	2,481	3,853	1900	
2,870	6,146	3,196	2,817	1,185	1,631	1,864	2,352	3,583	7,028	4,390	5,825	2,470	4,106	1,877	2,663	3,347	9,300	5,104	2,206	3,063	1901	

rent of leased lines and contribution to Provident Fund.

to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

not available.

has been closed from 25th March 1900 and subsequently abandoned.

**Appendix 27.**  
**Train-mile expenses.**

APPEN

*Working expenses per train-mile*

(Referred to in paragraphs

N.B.—A reference to Appendix 2 will furnish the key

GAL GF.		5' 6"																
Class No.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Calendar year.		F. L.	F. R. SYSTEM.	B. C.	B. N. & (L)	E. C.	O. & R.	N. W. SYSTEM	G. I. P. SYSTEM	H. B. & C. I. SYSTEM	N. G. S. SYSTEM	MADRAS SYSTEM	B. D.	D. S.				
			5' 6" Range (a)	Other gauges (b) to (c)				Com. Mily. total	(a) to (c)	(d) to (e) & (f)	(g) to (h) & (i)	(j) to (k) & (l)	(m) to (n) & (o)	(p) to (q) & (r)	(s) to (t) & (u)	(v) to (w) & (x)	(y) to (z) & (aa)	(ab) to (ac) & (ad)

**ENGINEERING DEPARTMENT.**

1897	0.34	0.37	0.35	0.31	0.45	0.42	0.56	0.9	1.07	0.06	0.51	0.39	1.16	0.40	0.61	...	0.49	...	0.43	1.28
1898	0.32	0.42	0.41	0.44	0.40	0.55	0.44	0.49	1.04	0.56	0.42	0.40	0.72	0.35	0.49	...	0.49	...	0.78	1.10
1899	0.37	0.63	0.37	0.44	0.54	0.47	0.41	0.42	1.32	0.53	0.43	0.42	0.73	0.43	0.49	...	0.43	0.90	0.69	0.56
1900	0.39	0.64	0.35	0.45	0.5	0.47	0.47	0.41	0.12	0.4	0.31	0.39	0.77	0.44	0.62	0.45	0.49	...	0.42	0.71
1901	0.39	0.51	0.35	0.43	0.48	†	0.42	0.11	0.85	0.45	0.35	0.29	0.12	0.42	0.31	0.45	0.34	0.16	0.39	0.72

**LOCOMOTIVE DEPARTMENT.**

1897	0.37	0.17	0.35	0.35	0.50	0.63	0.60	0.21	0.74	0.77	0.73	0.96	0.93	0.52	0.82	0.43	0.42	
1898	0.4	0.41	0.34	0.32	0.51	0.72	0.49	0.8	0.74	0.79	0.72	0.53	...	0.53	...	0.55	0.40	
1899	0.43	0.45	0.32	0.37	0.53	0.60	0.41	0.78	0.87	0.79	0.81	0.74	0.57	0.62	0.80	1.16	0.65	0.42
1900	0.45	0.51	0.31	0.35	0.50	0.61	0.57	0.81	0.90	0.85	0.84	0.72	0.49	0.48	1.42	0.61	0.45	
1901	0.45	0.65	0.31	0.43	0.5	†	0.49	0.84	0.78	0.88	0.72	0.69	0.52	0.41	0.75	1.57	0.61	0.44

**CARRIAGE AND WAGON DEPARTMENT.**

1897	0 13	0 13	0 10	0 5	0 15	0 16	0 30	0 14	0 11	0 10	0 25	0 17	0 17	0 16	0 13	0 21	...	0 01	0 23	
1898	0 13	0 17	0 10	0 13	0 13	0 1	0 18	0 16	0 12	0 15	0 25	0 17	0 13	0 16	0 11	...	0 19	...	0 11	0 20
1899	0 13	0 23	0 10	0 11	0 12	0 12	0 22	0 17	0 13	0 15	0 25	0 11	0 4	0 15	0 12	0 03	0 17	0 01	0 17	0 10
1900	0 13	0 22	0 14	0 07	0 11	0 10	0 20	0 1	0 13	0 16	0 11	0 14	0 41	0 20	0 01	0 03	0 17	0 01	0 12	0 22
1901	0 13	0 30	0 15	0 09	0 15	0	0 11	0 21	0 14	0	0 1	0 1	0 36	0 21	0 13	0 01	0 15	0 01	0 14	0 20

**PAID DEPARTMENT.**

1897	0.13	0.47	0.30	0.11	0.1	0.33	0.31	0.11	0.3	0.31	0.32	0.10	0.39	0.30	0.29	0.31	...	0.42	0.25	
1898	0.18	0.53	0.30	0.34	0.1	0.32	0.22	0.2	0.35	0.23	0.31	0.21	0.40	0.29	0.28	0.31	...	0.61	0.22	
1899	0.24	0.54	0.30	0.1	0.11	0.13	0.30	0.10	0.3	0.30	0.32	0.1	0.36	0.25	0.29	0.34	0.32	0.17	0.23	
1900	0.18	0.13	0.29	0.35	0.27	0.11	0.30	0.12	0.35	0.31	0.34	0.24	0.34	0.24	0.24	0.24	0.31	0.23	0.26	0.26
1901	0.20	0.57	0.30	0.17	0.1	†	0.1	0.21	0.31	0.29	0.31	0.29	0.41	0.27	0.27	0.21	0.29	0.25	0.36	0.27

**GENERAL CHARGES.**

1897	0.11	0.16	0.15	0.29	0.11	0.14	0.17	0.15	0.20	0.14	0.13	0.20	0.23	0.22	0.32	...	0.22	...	0.51	0.38
1898	0.14	0.19	0.15	0.35	0.30	0.34	0.15	0.13	0.20	0.14	0.11	0.25	0.22	0.20	0.25	...	0.22	...	0.42	0.35
1899	0.14	0.19	0.14	0.15	0.31	0.1	0.15	0.13	0.20	0.14	0.14	0.21	0.19	0.18	0.25	0.20	0.22	0.06	0.63	0.33
1900	0.14	0.1	0.14	0.34	0.1	0.22	0.15	0.13	0.21	0.16	0.15	0.21	0.16	0.14	0.21	0.19	0.22	0.10	0.42	0.34
1901	0.14	0.20	0.15	0.42	0.26	†	0.13	0.12	0.15	0.13	0.17	0.14	0.25	0.16	0.25	0.26	0.18	0.09	0.44	0.32

**TOTAL WORKING EXPENSES.\***

1897	1 36	1 7	1 31	1 60	1 72	1 85	1 06	1 92	2 60	2 01	2 07	2 65	3 08	1 75	2 02	-	2 12	...	1 95	2 37
1898	1 42	1 84	1 35	1 74	1 50	2 17	1 65	1 83	2 57	1 71	2 30	1 97	2 58	1 61	1 90	-	2 06	...	1 88	2 28
1899	1 46	2 20	1 26	1 70	1 87	1 85	1 61	1 85	2 92	1 98	2 11	1 98	2 86	1 65	2 01	1 71	2 09	2 51	2 99	1 74
1900	1 50	2 22	1 31	1 74	1 58	1 77	1 5	1 95	2 57	2 01	1 95	1 85	2 75	1 74	1 74	1 41	2 10	1 96	2 25	1 99
1901	1 52	2 35	1 50	2 07	1 80	†	1 52	2 31	1 89	2 01	1 63	2 73	1 81	1 59	1 44	1 80	2 46	1 94	2 01	

\* Includes special and miscellaneous expenditure, direct

† Transferred partly

‡ Information

N.B.—Excludes Cherra-Companyganj

## DIX 27.

of each railway (by systems).

Appendix 27.  
Train-mile expenses.

40 and 45 of Report.)

to the code letters used to express railway systems.

S' 31 <sup>st</sup> .										S' 31 <sup>st</sup> .					S' 31 <sup>st</sup> .				GAUGE.		
14	15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	CLASS No.
A. B	D.	B. & N. W.	R. & K & L. & P.	P. L	J. R.	U. C.	B. G. & P.	S. M.	W. L.	S. L.	R.	M. K. W.	B. L.	B. P.	R. K. L.	T. R.	D. H.	H. A.	H. S.	J.	Calendar year.

## ENGINEERING DEPARTMENT.

0'64	0'31	0'35	0'37	0'24	0'46	0'30	1'05	0'22	0'24	0'11	.	.	0'48	—	...	0'74	1897			
1'30	0'31	0'34	0'37	0'17	.	44	0'58	0'27	0'3	0'19	0'1	.	0'38	0'45	0'51	0'26	0'30	1898		
0'70	0'34	0'30	0'31	0'41	0'46	0'41	0'41	0'50	0'4	0'42	0'27	0'67	0'12	0'35	0'55	0'63	0'51	0'14	1'00	1899
0'74	0'27	0'30	0'34	0'31	0'40	0'37	0'35	0'80	0'2	0'1	1'00	0'12	0'37	0'52	0'37	0'17	0'31	1'81	1900	
0'83	0'20	0'35	0'30	0'41	0'38	0'51	0'41	0'53	0'1	0'1	0'1	0'11	0'1	0'40	0'1	0'35	0'42	0'31	1901	

## LOCOMOTIVE DEPARTMENT.

0 51	0 46			0 47	0 45	0 70	0 41	1 49	0 49	0 55	0 41	0 14				0 70			0 65	1897
0 44	0 62	0 26	0 30	0 47	0 57	0 46	0 57	1 51	0 51	0 57	0 44	0 18	0 16		0 42	0 06	0 45	0 25	0 57	1898
0 43	0 57		0 30	0 55	0 64	0 59	0 57	0 89	0 52	0 2	0 44	1 00	0 20	0 33	0 42	0 64	0 44	0 31	0 61	1899
0 43	0 74	0 20	0 20	0 56	0 1	0 54	1 12	0 51	0 67	0 51	1 24	0 19	0 31	0 45	0 79	0 41	0 24	0 63	1900	
0 45		0 20	0 11	0 61	0 61	0 55	1 01	0 57	0 74	0 6	0 65	0 16	0 38	0 46	0 21	0 47	0 37	1 10	1901	

## CARRIAGE AND WAGON DEPARTMENT.

0'01	0'05	0'08		11	0'11	0	0'31	0'14	0'4							1897	
0'09	0'17	0'06	0'01	07	0'11	10	0'21	0'15	0'14	11	0'03	0'10	0'24	0'18	0'11	1898	
0'05	0'35	0'17	0'11	121	0'11	17	0'1	0'14	0'14		0'10	0'21	0'31	0'14	0'08	0'73	1899
0'10	0'24	0'06	0'11	0'06	0'11	15	0'25	0'10	0'1		0'17	0'21	0'35	0'12	0'16	0'22	1900
0'14	0'07	0'09	0'15	108	0'14	10	0'1						0'31	0'12	0'15	0'18	1901

## TRAFFIC DEPARTMENT.

0'39	0'23	0'19				0'37	..	..	0'74	1895				
0'15	0'30	0'18	0'31	0'31		0'15	0'21	0'15	0'37	0'61	0'50	0'18	1896	
0'34	0'17	0'20	0'21	0'15	0'21	0'15	0'21	0'21	0'45	0'41	0'63	0'56	0'63	1897
0'33	0'30	0'10		0'30		1'35	0'21	0'17	0'48	0'30	0'63	0'51	0'70	1900
0'45	0'42	0'24	0'24	0'10	0'31	0'40	0'19	0'20	0'50	0'35	0'55	0'51	0'46	1901

## GENERAL CHARGES.

0 62	0 19	0 19	0 30	..	0 10	0 10	0 31	0 21	1 03	0 16	0 21	0 11	0 34	...	..	0 45			0 35	1891	
0 49	0 16	0 18	0 29	...	0 10	0 24	0 31	0 13	1 00	0 18	0 23	0 27	0 31	0 18	...	0 42	0 47	0 17	0 31	0 39	1894
0 54	0 15	0 16	0 26	...	0 10	0 26	0 14	0 25	0 82	0 19	0 23	0 25	2 11	0 17	0 24	0 30	0 50	0 18	0 14	0 40	1899
0 52	0 17	0 17	0 26	..	0 09	0 27	0 31	0 21	1 14	0 20	0 20	0 15	3 15	0 15	0 23	0 31	0 31	0 16	0 15	0 41	1900
0 57	0 18	0 11	0 27	?	0 18	0 31	0 10	0 26	1 01	0 20	0 21	0 10	2 16	0 15	0 24	0 45	0 49	0 19	0 16	0 35	1901

## TOTAL WORKING EXPENSES.\*

2'30	1 43	1 18	1'58	...	1'13	1 76	1'01	1 30	5'04	1 38	1 70	1 25	0 65	...	...	...	2'47	...	2'65	1897	
2 70	1'64	1 12	1'53	...	1 27	1 82	1'09	1 86	5 41	1'38	1 74	1 25	0 83	0 72	...	2 13	2'50	2'18	1'53	2 71	1898
2'18	1'82	1 19	1'50	...	1'41	2'07	1 00	1 78	2 06	...	1'70	1 37	5 11	0'75	1 81	2 09	2 78	1 44	1'44	3'40	1899
2 23	1'79	1'00	1'40	.	1'09	2'01	1'73	1'61	4 08	1'43	1'77	1 17	7'41	0'78	1'67	2'13	2'38	1 77	1 44	3'78	1900
2'54	1 06	1'18	1 31	0 81	1'46	2'48	2'00	1'77	3 45	1'46	1'90	1 40	5 01	0'68	1'80	2 05	2'49	1'82	1 01	2'55	1901

charges, rent of leased lines and contribution to Provident Fund to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901. not available. railway which has been closed for traffic from 25th March 1900 and subsequently abandoned.



## APPENDIX 28.

Appendix 28.  
Fuel consumption.

*Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the Calendar years 1897 to 1901.*

(Referred to in paragraphs 31 and 43 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

SOURCES OF SUPPLY. *				DESCRIPTION OF FUEL WITH QUANTITY CONSUMED AND COST PER TON								CONSUMPTION IN B.					
Class	Railway.	Calendar year.	Name.	Average distance.	FOREIGN COAL.			INDIAN COAL.			WOOD.		Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	= B.	
					Quantity.	Cost per ton.		Quantity.	Cost per ton.		Quantity.	Cost per ton.					
						Includ- freight.	Includ- freight.		Includ- freight.	Includ- freight.		Includ- freight.					Includ- freight.
(a)	F. I. .	{ 1897 1898 1899 1900 1901 }	Bengal Umara and	{ 253 241 241 241 241 }				35,100	4 03	1,27			61,000	50 40	4,00 23	1,04 54	
							2,000	4 12				100 00	50 00	4,00 52	1,04 07		
							41,000	4 15				12 12	50 00	4,00 57	1,07 43		
							4,000					11 00	51 00	4,00 00	1,07 43		
							4,400					6,000	50 47	4,00 00	1,04 71		
(a)	F. B. S.	{ 1897 1898 1899 1900 1901 }	Bengal	{ 177 180 177 177 177 }				5,132					100 71	43 07	4,00 27	1,04 00	
(a)	B. C.	{ 1897 1898 1899 1900 1901 }	Bengal	{ 102 102 102 102 102 }				5 1	2 75				10 11	53 15	4,00 27	1,04 15	
							6 04	3 00				10 11	53 15	4,00 27	1,04 15		
							9 1	6 11	3 0			10 11	53 15	4,00 27	1,04 15		
							6,000	6 0	3 0			10 11	53 15	4,00 27	1,04 15		
												10 11	53 15	4,00 27	1,04 15		
(a)	R. N.	{ 1897 1898 1899 1900 1901 }	Bengal and	{ 154 154 154 154 154 }				6 1	2 8				10 11	53 15	4,00 27	1,04 15	
							6 1	2 8				10 11	53 15	4,00 27	1,04 15		
							6 1	2 8				10 11	53 15	4,00 27	1,04 15		
							6 1	2 8				10 11	53 15	4,00 27	1,04 15		
							6 1	2 8				10 11	53 15	4,00 27	1,04 15		
(b)	R. D. .	{ 1897 1898 1899 1900 1901 }	Bengal	{ 4 2 4 2 4 2 4 2 4 2 }													
(a)	F. C.	{ 1897 1898 1899 1900 1901 }	Bengal and Saugaram	{ 1 15 1 15 1 15 1 15 1 15 }													
(a)	P. T.	{ 1897 1898 1899 1900 1901 }	Bengal	{ 1 15 1 15 1 15 1 15 1 15 }													
(a)	O & R.	{ 1897 1898 1899 1900 1901 }	Bengal	{ 1 15 1 15 1 15 1 15 1 15 }													
(a)	N. W.	{ 1897 1898 1899 1900 1901 }	Bengal, Han- dai, Bhan- wala and Khod	{ 1 15 1 15 1 15 1 15 1 15 }													
(a)	G. L. P.	{ 1897 1898 1899 1900 1901 }	Lance, Sing- aram, Umara and Khod	{ 1 15 1 15 1 15 1 15 1 15 }													
(a)	B., B. & C. L.	{ 1897 1898 1899 1900 1901 }	England, Bengal and Singaram	{ 1 15 1 15 1 15 1 15 1 15 }													
(a)	N. G. S.	{ 1897 1898 1899 1900 1901 }	Saugaram	{ 1 15 1 15 1 15 1 15 1 15 }													
(a)	H. G. V.	{ 1897 1898 1899 1900 1901 }	Saugaram	{ 1 15 1 15 1 15 1 15 1 15 }													
(a)	M.	{ 1897 1898 1899 1900 1901 }	England, Bengal and Singaram	{ 1 15 1 15 1 15 1 15 1 15 }													
(a)	M.	{ 1897 1898 1899 1900 1901 }	England, Bengal and Singaram	{ 1 15 1 15 1 15 1 15 1 15 }													

\* Of course Wood was supplied locally from various sources. † The distance is reckoned either from the sources of supply or from the places of delivery to several storages. ‡ Prices are given at place of delivery which is the place of storage. § Of Bengal Coal only. || Including Bengal Coal.



# Appendix 29. Coal production.

## APPENDIX 29.

### Coal produced in India during the Calendar years 1885 to 1901.

(Referred to in paragraphs 33 and 43 of Report.)

YEARS	QUANTITY PRODUCED IN EACH PROVINCE.												Quantity of Indian coal consumed by railways in India.	QUANTITY OF INDIAN COAL EXPORTED BY SEA		QUANTITY OF FOREIGN COAL IMPORTED INTO INDIA	
	Bengal	Central Provinces	Assam	Central India	Nizam's Territory	Punjab	Railways	Bihar	Madras	Burma	North-Western Provinces & Oudh	Total.		To Indian ports, excluding Burma.	To ports outside India, including Burma	From United Kingdom	From other countries
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,610								1,291,221	496,716		500	778,643	40,659
1886.	1,186,802	117,287	29,851	13,531								1,348,467	470,075			609,482	44,652
1887.	1,319,090	128,281	26,302	15,417	3,259	7,521	411					1,564,073	488,774		315	786,149	43,010
1888.	1,380,394	157,768	101,589	41,510	13,382	11,219	2,812					1,768,903	551,771	4,212	15,716	785,776	20,463
1889.	1,541,350	144,463	16,776	32,050	59,646	22,813	8,238					1,924,517	715,240	12	30,172	717,024	52,110
1890.	1,626,245	137,022	145,108	77,842	125,481	40,677	15,141					2,168,521	654,8		26,136	1,111,725	21,857
1891.	1,747,122	141,756	154,208	60,741	144,805	60,714	10,398					2,328,577	707,122		4,515	726,061	17,344
1892.	1,920,050	132,005	104,005	83,623	140,601	60,352	13,254	61	3,600			2,337,601	685,412		15,725	628,374	23,123
1893.	1,902,866	135,118	164,421	94,348	157,481	77,894	10,004	502	6,216			2,562,001	724,000		52,302	16,319	18,066
1894.	2,035,034	140,411		2,117	240,525	166,667		1,117	12,111			2,523,907	1,062,746	143,813	154,092	175,043	57,112
1895.	2,716,155	122,770	170,717	118,470	11,913	77,431	25,452	1,117	17,280			3,000,011	1,110,621	162,276	211,407	73,675	15,418
1896.	3,037,921	141,185	177,250	11,000	262,081	79,017	16,000	2,000	1,000	1,000		3,653,000	1,000,000	300,842	191,000	524,420	9,212
1897.	3,142,407	131,602	195,533	124,778	107,050	97,792	12,000	11,122				4,060,000	1,320,000	731,742	100,079	210,25	47,016
1898.	3,622,000	149,702	120	114,726	114,622	85,562	13,377	511	6,000			4,000,000	1,420,000	737,000	100,000	207,000	34,000
1899.	4,035,065	156,276	225,623	164,500	401,216	81,835	15,822	4,000	8,103			5,000,000	1,500,000	672,311	167,306	400,451	112,000
1900.	4,078,197	170,942	216,736	164,489	400,000	74,000	23,281	0,000	10,000			5,110,000	1,500,000	1,000,000	1,000,000	91,710	43,000
1901.	5,509,431	191,516	256,100	164,362	421,218	67,000	24,656	10,000				6,000,000	1,500,000	1,100,000	1,000,000	272,630	79,108

\* Up to 1893 figures in this column relate to official years and exclude exports to Burma ports.

## APPENDIX 30.

*Collieries owned and worked by Railways or the State.*

(Referred to in paragraph 44 of Report.)

PARTICULARS.	KURNURRAH AND SERAMPOR.		WAPORA.		DANDOT.		KHOST.		REMARKS.
	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	
Name of owner . . .	East Indian Railway.		State		North State	Western Railway	North State	Western Railway.	
Capital outlay . . . Rs.	15,09,261 <sup>a</sup>	15,00,157 <sup>a</sup>	16,65,993	16,23,122	†1,16,800	1,25,536	1,44,989	2,05,626	<sup>a</sup> This outlay is made up of the purchase money, Rs. 3,06,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880. † Revised figures.
Output {	Large Coal Tons	440,923	473,078	105,373	117,187	44,408	43,282	10,702	12,172
	Small Coal Tons.	31,530	24,927	27,357	30,783	4,769	4,845	1,003	1,303
	Black Coal Tons.	55,121	61,165	...	...	24,906	19,604	6,269	5,096
	Total Tons	528,574	559,170	133,830	148,470	74,083	67,731	17,664	18,471
Quantity issued . . Tons.	472,576	506,265	120,338	148,470	74,083	67,721	17,664	18,431	
Earnings . . . Rs.	10,57,067	11,21,359	6,07,603	6,91,280	7,14,417	5,51,604	2,44,355	2,17,503	
Working expenses . . Rs.	10,57,067	11,21,359	4,04,080	4,13,127	4,21,511	4,02,662	2,16,643	1,70,691	
Net earnings . . . Rs.	...	...	2,03,523	2,78,153	2,92,906	1,50,942	27,712	46,812	
Percentage on Capital	...	...	12.22	15.90	†24.798	120.24	19.11	22.77	
Average No. of persons employed daily . .	7,221	7,659	790	1,265	1,326	1,536	468	438	
Number of tons raised per person employed .	73	74	160	117	41	44	38	41	
Number of persons killed .	2	3	...	1	2	...	3	6	
Number of persons injured . . .	27	23	3	4	6	3	3	2	

# Appendix 31. Loads—Coaching.

## APPEN

### Average load and weight of Coaching

(Referred to in paragraph

N.B.—A reference to Appendix 3 will furnish the key

GAUGE.	5' 6".															
	CLASS		1		2		3		4		5		6		7	
	Calendar year.	E. I.	5' 6" gauge	Other gauge	B. C.	B. N. (a)	R. D. (b)	C. (c)	O. & R. (d)	M. S.	Comm. S.	Int. (a) to (c)	G. I. P. (a) to (c)	I. M. (d) to (g)	B. B. & C. I. (a) to (f)	R. M. (g) to (i)
AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.																
1st CLASS.																
1897	1'5	1'61	1'34	0'51	0'82	...	0'51	1'74	1'22	1'54	1'50	1'50	1'50	2'67	1'75	0'51
1898	1'6	1'44	1'16	0'51	0'78	...	0'71	1'52	1'09	1'50	1'51	1'51	1'51	2'73	2'34	0'54
1899	1'54	1'6	0'93	0'47	0'40	...	1'00	1'17	1'05	1'50	1'55	1'55	1'55	2'47	2'11	0'57
1900	1'44	1'50	0'91	0'45	1'07	...	1'11	1'44	1'10	1'40	1'4	1'4	1'4	2'71	1'94	0'70
1901	1'37	1'35	0'84	0'41	0'57	0'11	†	1'20	1'07	1'39	1'35	1'35	1'35	2'72	1'95	0'63
2nd CLASS.																
1897	4'75	3'40	3'40	3'07	2'11	...	1'40	6'04	3'34	5'50	5'51	5'51	5'51	9'52	8'5	11'53
1898	4'75	3'50	3'41	3'07	1'54	...	1'38	5'01	3'42	5'50	7'50	7'50	7'50	9'04	8'11	11'04
1899	4'30	3'50	3'28	3'01	2'10	...	2'50	4'00	2'50	4'01	4'01	4'01	4'01	9'50	8'11	11'04
1900	4'30	3'25	3'01	2'70	2'10	...	2'50	4'41	2'51	4'51	4'51	4'51	4'51	9'01	8'11	11'04
1901	4'43	3'11	2'91	2'07	3'09	0'19	†	4'10	2'59	4'10	4'30	4'30	4'30	8'55	12'10	3'58
INTERMEDIATE CLASS.																
1897	13'31	10'15	11'68	14'53	1'13	...	0'1	9'31	5'27	14	11'47	9'00	11'47	9'00	20'12	6'50
1898	14'40	10'50	12'42	9'02	2'37	...	0'87	12'10	5'22	12'10	11'31	8'50	11'31	8'50	20'71	7'10
1899	15'05	10'25	10'02	7'51	1'10	...	1'52	10'11	6'01	12	12'01	10'05	12'01	10'05	20'71	6'50
1900	14'2	17'07	11'34	6'11	3'09	...	2'05	9'11	6'02	14'02	15'05	11'02	15'05	11'02	27'31	6'50
1901	14'10	15'41	11'57	12'10	6'40	1'71	†	10'50	5'71	15'44	14'27	14'27	14'27	14'27	27	9'5
3rd CLASS.																
1897	101'50	140'74	170'31	151'51	125'4	...	14'58	12	15'14	171'00	17'00	101'47	147'05	147'45	211'70	209'74
1898	202'11	145'51	160'17	140'75	115	...	20'01	12	101'00	181'57	18'57	201'41	141'20	140'12	211'70	209'74
1899	300'11	157'1	164'40	141'47	115'47	...	21'10	10'13	101'21	190'01	19'44	301'51	145'01	145'01	242'2	211'04
1900	190'11	157'0	145'01	121'11	125'02	...	21'1	15'55	121'10	140'05	17'00	111'01	142'11	142'11	242'2	211'04
1901	207'01	161'1	140'1	210'01	34	...	11'50	†	13'05	140'07	161'04	17'10	120'35	161'30	200'02	116'12
TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.																
1897	214'14	174'00	140'5	171'45	101'02	...	20'5	210'00	10'51	10'40	191'53	145'35	151'4	180'55	223'00	209'74
1898	220'11	171'1	151'17	161'70	117'11	...	22'17	107'17	12'11	207'2	201'03	100'51	17'1	122'5	211'70	209'74
1899	320'01	181'50	171'34	151'50	21'00	...	23'01	11'04	11'1	200'0	201'0	125'11	131'5	213	211'70	209'74
1900	210'30	171'0	200'34	181'03	11'04	...	25'11	171'4	10'5	210'20	201'31	115'11	142'41	249'05	211'70	209'74
1901	220'00	112'52	185'9	224'01	242'00	103'53	†	172'51	1	17	107'17	154'41	22'71	211'70	120'21	113'21
PERCENTAGE OF FREIGHT ON CAPACITY HAULED.																
1st CLASS.																
1897	0'5	7'50	7'05	...	1'82	...	1'15	5'12	0'64	0'70	0'31	2'11	8'11	2'13	4'40	1'17
1898	7'4	0'11	0'5	2'1	3'1	...	1'1	11	5'20	0'71	0'12	10'21	1'10	6'01	2'02	0'5
1899	6'02	0'01	5'2	2'15	5'2	...	0'15	1'6	5'15	8'17	7'8	10'40	7'01	8'10	5'00	0'6
1900	6'2	5'07	5'21	4'44	5'0	...	0'4	4'72	5'70	7'71	7'12	10'12	0'5	7'51	4'71	7'1
1901	6'22	5'81	5'10	4'01	5'12	5'51	†	4'54	5'01	7'31	7'17	9'17	...	...	5'17	0'40
2nd CLASS.																
1897	11'0	11'10	10'14	13'01	8'01	...	7'47	11'07	17'35	17'51	21'24	17'41	10'51	14'04	12'01	31'03
1898	14'00	10'1	15	10'10	7'00	...	0'01	14'00	14'00	20'00	27'51	12'11	21'21	10'01	17'07	31'10
1899	11'15	10'04	10'0	11'1	0'00	...	10	11'07	15'11	17'5	17'51	17'15	10'07	10'4	10'1	24'32
1900	14'11	10'50	17'00	0'5	7'14	...	10'05	11'72	11'01	11'72	15'11	11'11	12'10	15'10	14'1	24'43
1901	13'11	11'1	10'1	10'1	12'03	0'00	†	11'25	13'34	17'00	17'34	16'08	11'01	10'77	20'75	16'24
INTERMEDIATE CLASS.																
1897	17'10	10'11	9'37	9'72	6'01	...	7'05	12'27	14'02	20'20	27'80	21'01	27'01	43'01	31'01	...
1898	19'30	10'40	25'11	0'44	5'10	...	7'6	15'47	14'51	20'50	21'21	10'10	20'72	31'00	21'04	...
1899	10'10	10'11	2'01	11'11	7'01	...	13'14	11'05	17'1	26'00	25'71	22'01	0'00	11'15	1'52	...
1900	21'81	14'42	2'11	11'11	10'10	...	12'52	10'01	17'1	20'15	20'51	20'51	20'51	41'17	34'10	...
1901	21'57	15'50	22'54	12'10	17'21	...	†	20'16	10'02	31'10	20'80	20'00	20'00	41'7	17'10	...
3rd CLASS.																
1897	34'01	30'42	40'00	24'11	24'41	...	35'7	...	31'72	30'71	34'82	37'57	31'04	30'11	40'12	37'03
1898	31'05	30'11	41'00	15'18	26'23	...	30'00	...	31'72	30'51	34'00	33'50	30'01	37'14	51'32	37'24
1899	34'01	30'00	44'87	20'72	17'11	...	30'2	30'10	30'00	30'00	30'00	40'00	31'02	41'35	50'00	31'07
1900	30'70	30'00	51'32	37'37	41'04	...	30'2	37'57	30'00	41'11	30'84	40'41	20'01	41'35	44'70	37'14
1901	37'10	30'70	51'17	41'35	30'57	24'89	†	...	31'01	38'51	37'64	42'17	41'00	50'13	35'01	43'16

† Excluding the Couch Behar Railway.

† Transferred partly to Bengal

## DIX 31.

Appendix 31.  
Loads—Coaching.

## Trains on each railway (by systems.)

46 of Report.)

to the code letters used to express railway systems.

5 67.																	GAUGE		
1	2		3	4			5	6			7		8	9	10	11	CLASS. No.		
E. I.	K. B. S. system		H. C.	B. N. System			O. & R. (a) to (c)	N. W. system			G. I. P. system		H. B. & C. I. system		N. G. S. system		Calendar year		
	5' 6" Gauge	Other gauges		B. N. (a)	R. D. (b)	H. C.		Mily. (a)	Conrail (b)	Total (c)	G. I. P. (a)	H. B. & C. I. (b)	H. B. & C. I. (c)	N. G. S. (a)	N. G. S. (b)	N. G. S. (c)			
AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN.																			
1ST CLASS																			
1 60	1 26	1 60	1 20	1 16	1 16	1 20	1 61	0 92	1 35	1 35	1 35	1 10	1 13	1 1	2 34	1 1	1 47	1897	
1 58	1 23	1 54	1 04	1 17	1 17	1 20	1 45	1 00	1 43	1 43	1 55	2 04	1 24	1 5	2 3	1 1	1 46	1898	
1 59	1 27	1 40	0 99	1 26	1 26	1 60	1 95	0 96	1 43	1 43	1 5	2 01	1 18	1 10	2 5	1 1	1 45	1899	
1 44	1 24	1 58	1 07	1 57	1 57	1 75	1 44	0 97	1 30	1 30	1 3	1 02	1 14	1 17	2 50	1 1	1 13	1900	
1 40	1 13	1 1	1 06	1 35	1 35	1 20	1 20	0 90	1 15	1 15	1 10	1 07	1 17	1 17	1 17	1 17	1 17	1901	
2ND CLASS																			
1 57	1 25	1 50	1 21	1 16	1 16	1 27	1 61	1 01	1 15	1 15	1 10	2 01	2 01	1 10	1 40	2 40	1 17	1897	
1 50	1 21	1 50	1 15	1 15	1 15	1 30	1 30	1 02	1 42	1 42	1 1	2 01	2 11	1 10	1 40	2 40	1 17	1898	
1 51	1 24	1 40	1 10	1 10	1 10	1 02	1 10	0 90	1 13	1 13	1 17	2 01	1 10	2 03	1 53	2 10	1 17	1899	
1 37	1 19	1 42	1 24	1 1	1 1	1 11	1 17	0 43	1 17	1 17	1 2	1 1	1 10	1 10	2 40	2 10	1 1	1900	
1 43	1 12	1 1	1 20	1 14	1 14	1 1	1 1	0 90	1 14	1 14	1 24	1 1	1 23	1 10	1 20	1 1	1 1	1901	
INTERMEDIATE CLASS																			
1 46	2 15	2 40	3 14	1 1	1 1	0 10	2 1	0 10	1 4	1 4	1 30	0 10	0 10	0 10	0 10	0 10	1897		
1 40	2 13	2 70	1 67	1 2	1 2	0 71	2 46	1 1	1 1	1 1	1 10	0 10	1 10	0 10	0 10	0 10	1898		
1 40	2 21	2 1	1 4	1 0	1 0	0 58	1 10	0 10	1 41	1 41	1 30	0 10	0 10	1 10	0 10	0 10	1899		
1 30	2 20	2 75	1 40	0 1	0 1	0 14	1 10	0 1	1 40	1 40	1 30	0 10	1 10	0 1	0 1	0 1	1900		
1 33	1 21	1 1	1 74	1 10	1 10	1 1	1 40	0 1	1 40	1 40	1 40	0 10	1 1	0 10	0 10	0 10	1901		
3RD CLASS																			
10 15	0 17	1 1	4 11	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1897	
10 17	0 17	1 1	4 11	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1898	
10 03	7 03	11 81	7 03	11 50	11 50	10 03	7 03	6 7	10 11	10 11	9 10	5 11	7 1	7 1	1 10	12 10	1 1	1899	
9 41	7 42	12 11	5 1	1 1	1 1	11 10	7 50	9 5	11 1	11 1	11 1	7 1	7 1	1 10	15 14	10 1	9 1	1900	
9 12	7 1	10 11	1 1	11 01	11 01	1 1	1 1	1 10	1 1	1 1	1 1	1 1	7 1	1 10	5 12	5 1	8 1	1901	
TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN																			
15 4	14 10	11 10	15 55	1 1	1 1	15 1	1 10	1 10	16 13	15 13	13 04	1 1	1 1	21 10	1 1	1 1	1 1	1897	
17 22	14 27	21 05	14 71	1 1	1 1	17 21	1 1	1 1	16 71	16 71	16 01	12 10	15 04	14 10	21 10	21 10	1 1	1898	
17 20	14 30	20 40	14 13	1 1	1 1	19 2	15 2	1 1	17 16	17 16	17 00	12 72	15 15	14 1	21 10	21 10	1 1	1899	
16 78	14 11	20 70	16 31	10 10	1 1	1 20	14 40	15 1	16 43	16 43	16 33	11 1	14 1	1 10	23 15	1 1	1 1	1900	
10 30	11 10	11 1	17 10	16 11	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1901	
AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN																			
16 01	11 75	12 00	11 47	12 11	1 1	14 1	14 63	14 10	16 11	16 11	16 43	1 1	12 74	14 1	16 11	1 1	1 1	1897	
16 33	11 54	12 11	11 20	12 11	1 1	14 46	1 1	12 11	1 1	1 1	1 1	1 1	12 71	15 1	16 11	18 54	1 1	1898	
16 29	12 30	12 05	10 64	14 17	1 1	15 22	12 64	12 1	14 93	14 93	14 10	10 1	11 61	16 10	17 75	19 10	1 1	1899	
16 58	12 23	13 16	12 46	15 11	1 1	16 11	11 86	1 1	15 04	15 04	14 77	11 10	10 1	16 10	16 10	17 16	13 61	1 1	1900
17 11	13 15	11 15	15 11	15 11	1 1	11 72	12 10	14 24	13 10	13 10	13 10	11 10	10 1	10 1	10 1	10 1	14 2	1901	
AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN																			
236 76	207 62	122 100	231 10	212 74	1 1	251 12	272 21	224 48	220 15	226 61	202 1	224 81	211 1	140 1	274 2	1 1	191 10	1897	
231 12	209 01	132 10	191 11	247 14	1 1	270 10	230 17	227 74	231 10	233 10	207 03	230 51	17 02	17 10	1 1	1 1	1898		
236 61	212 16	131 10	200 14	203 20	1 1	271 17	225 13	229 43	210 10	210 11	203 46	13 11	22 10	145 11	1 1	1 1	1899		
226 52	210 31	146 10	212 16	246 10	1 1	284 60	210 33	2 6 24	231 70	231 10	215 1	22 51	22 10	145 11	1 1	1 1	1900		
241 10	210 6	111 75	232 82	241 11	1 1	214 82	210 10	220 20	227 70	227 70	227 16	22 10	130 1	1 1	117 50	181 10	1901		
TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN																			
252 78	210 14	115 10	215 10	208 15	1 1	246 10	211 10	215 10	245 10	245 10	212 01	241 1	22 1	1 1	213 10	1 1	1897		
232 40	220 10	145 17	207 24	214 72	1 1	246 10	214 10	240 10	240 10	240 10	212 10	241 10	22 10	1 1	213 10	1 1	1898		
253 10	225 10	141 10	211 10	277 17	1 1	246 10	214 10	240 10	240 10	240 10	212 10	241 10	22 10	1 1	213 10	1 1	1899		
241 10	211 10	141 10	211 10	277 17	1 1	246 10	214 10	240 10	240 10	240 10	212 10	241 10	22 10	1 1	213 10	1 1	1900		
241 10	211 10	141 10	211 10	277 17	1 1	246 10	214 10	240 10	240 10	240 10	212 10	241 10	22 10	1 1	213 10	1 1	1901		

Nagpur railway and partly to the Madras railway from the 1st January 1901.

# Appendix 31. Loads—Coaching.

APPEN

## Average load and weight of Coaching

(Referred to in paragraph  
N.B.—A reference to Appendix 2 will furnish the key

GAUGE.	3' 3½".									
CLAS No.	14	16	17	18	19	20	21	22	23	24
Calendar year.	A. B.	B. & N. W.	R. & K. (a) & (f).	J. B.	U. C.	R. G. J. P.	S. M.	W. I. P.	S. I.	B.
AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.										
1st CLASS.										
1897 . . .	1'19	0'55	1'25	1'17	0	1'04	1'28	...	0'59	1'18
1898 . . .	1'41	0'43	1'40	1'31	0'78	1'26	1'40	...	0'70	1'06
1899 . . .	1'27	0'44	1'45	0'93	1'05	1'13	1'73	...	0'75	1'13
1900 . . .	1'23	0'46	1'28	0'79	1'27	0'91	1'40	...	0'76	1'14
1901 . . .	0'88	0'45	1'02	0'70	0'98	1'02	1'14	0'88	0'85	1'29
2nd CLASS.										
1897 . . .	1'84	0'40	5'72	5'55	0	7'38	3'91	...	3'84	6'50
1898 . . .	2'30	0'72	7'14	4'48	2'11	7'32	5'08	...	2'78	4'08
1899 . . .	2'59	0'78	6'13	4'21	2'30	7'71	6'49	...	2'44	4'72
1900 . . .	2'43	0'87	6'19	4'06	2'62	6'30	4'81	...	3'89	4'09
1901 . . .	1'94	0'95	5'77	3'61	2'70	6'47	3'78	4'43	3'51	5'71
INTERMEDIATE CLASS.										
1897 . . .	...	1'80	1'07	...	0	...	...	...	...	...
1898 . . .	...	1'40	2'51	...	3'34	...	...	...	...	5'63
1899 . . .	...	1'06	2'74	...	3'48	0'25	...	...	...	7'15
1900 . . .	0'22	2'24	2'60	...	5'18	4'83	...	...	...	3'98
1901 . . .	0'81	2'87	2'02	...	4'07	6'70	...	...	...	...
3rd CLASS.										
1897 . . .	202'78	210'10	167'40	44'77	0	159'75	180'78	...	222'45	215'72
1898 . . .	272'58	162'70	211'14	152'10	213'14	161'09	177'70	...	211'21	200'09
1899 . . .	280'15	177'48	211'46	410'46	244'45	144'41	171'77	...	222'91	211'55
1900 . . .	275'49	174'01	220'21	157'66	305'05	100'00	160'42	...	210'13	215'00
1901 . . .	210'78	202'02	180'92	170'96	300'40	190'73	172'73	2'74	200'93	210'19
TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.										
1897 . . .	205'81	222'44	176'54	452'00	0	107'17	185'78	...	221'48	220'01
1898 . . .	271'41	164'55	44'70	155'90	210'70	2'44	161'77	...	201'60	213'82
1899 . . .	284'41	180'37	244'09	415'41	201'18	144'00	180'10	...	221'01	215'39
1900 . . .	270'59	170'49	210'30	302'51	11'14	181'55	160'01	...	210'08	221'43
1901 . . .	223'41	210'30	180'73	201'30	...	200'42	177'55	91'05	207'29	220'19
PERCENTAGE OF FREIGHT ON CAPACITY HAULED.										
1st CLASS.										
1897 . . .	4'40	2'25	5'72	7'01	0	5'57	12'24	...	5'70	8'18
1898 . . .	6'07	2'01	5'88	7'07	7'14	5'06	15'54	...	7'27	6'63
1899 . . .	7'43	2'70	5'05	8'72	7'06	5'56	13'76	...	7'40	7'47
1900 . . .	7'42	2'98	4'48	6'41	7'15	4'76	13'72	...	8'33	7'59
1901 . . .	5'51	2'81	5'09	4'61	6'50	5'28	11'77	0'65	8'72	5'47
2nd CLASS.										
1897 . . .	7'40	3'44	27'67	41'17	0	23'82	22'31	...	18'36	18'41
1898 . . .	7'71	3'35	31'15	30'10	21'21	21'07	25'22	...	15'77	12'92
1899 . . .	9'02	3'87	24'82	31'94	15'57	22'88	30'04	...	16'70	12'88
1900 . . .	8'05	4'06	25'21	32'77	18'72	10'06	25'04	...	19'03	14'01
1901 . . .	7'73	4'10	41'30	20'99	17'33	18'78	23'01	3'29	10'47	21'30
INTERMEDIATE CLASS.										
1897 . . .	...	8'44	0'16	...	0	...	...	...	...	...
1898 . . .	...	7'51	10'57	...	25'02	...	...	...	...	18'77
1899 . . .	...	8'01	11'27	...	8'11	0'11	...	...	...	21'85
1900 . . .	3'02	0'66	9'40	...	0'08	17'04	...	...	...	15'51
1901 . . .	3'33	8'36	11'38	...	10'26	30'25	...	...	...	...
3rd CLASS.										
1897 . . .	36'10	42'20	35'20	...	0	47'04	43'26	...	40'98	49'34
1898 . . .	37'06	42'73	37'97	50'72	58'55	47'88	24'22	...	47'23	40'41
1899 . . .	41'48	41'57	38'44	100'06	62'04	45'56	41'85	...	51'18	49'02
1900 . . .	43'91	42'07	60'01	91'13	52'91	48'91	44'33	...	54'03	48'88
1901 . . .	44'78	47'05	46'17	49'40	62'26	52'34	43'33	63'62	38'84	40'79

\* The figures for 1897 are included with the Rajputana-Malwa railway.

## DIX 31—concl'd.

Appendix 31.  
Loads—Coaching.

## \* trains on each railway (by systems).

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to the code letters used to express railway systems.

3' 31"										GAUGE.
14	16	17	18	19	20	21	22	23	24	Class. No.
A. B.	B. & N. W.	R. & K. (a) & (b)	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	Calendar year.
AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN										
1ST CLASS.										
1 74	1 99	1 82	2 49	..	1 45	1 30	..	1 13	1 78	1897
2 03	1 81	2 07	2 13	0 88	1 07	1 51	..	1 10	1 74	1898
1 88	1 63	2 44	1 89	1 23	1 60	1 50	..	1 10	1 82	1899
1 74	1 59	2 14	2 07	1 45	1 84	1 26	..	1 06	1 86	1900
1 78	1 65	1 51	1 21	1 21	1 07	1 21	1 10	1 11	1 79	1901
2ND CLASS.										
1 68	1 62	1 73	2 25	..	1 30	1 42	..	1 73	2 61	1897
1 91	1 43	1 75	2 09	0 82	2 53	1 63	..	1 67	2 53	1898
1 61	1 17	2 07	2 16	1 07	2 53	1 76	..	1 45	2 67	1899
1 73	1 37	1 83	2 20	1 23	2 44	1 51	..	1 32	2 58	1900
1 61	1 54	1 35	1 37	1 30	2 70	1 32	1 01	1 30	2 35	1901
INTERMEDIATE CLASS.										
..	0 83	1 21	..	..	..	..	..	..	..	1897
..	0 16	1 34	..	0 89	..	..	..	..	0 52	1898
..	0 85	1 42	..	1 79	0 07	..	..	..	1 32	1899
0 41	1 04	1 31	..	2 21	1 66	..	..	..	1 12	1900
1 16	1 57	0 74	..	1 90	1 70	..	..	..	..	1901
3RD CLASS.										
16 13	15 41	15 31	28 58	..	11 65	12 28	..	14 09	14 98	1897
1 07	15 76	18 17	24 77	12 60	11 46	12 55	..	14 22	14 18	1898
18 11	13 82	19 07	24 80	16 01	12 68	12 87	..	13 11	14 31	1899
17 37	15 00	17 38	24 06	19 92	11 56	13 41	..	13 09	15 07	1900
13 84	14 55	11 53	1 55	16 77	11 01	12 50	7 18	14 17	15 68	1901
TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.										
23 37	22 31	23 45	36 52	..	19 30	18 04	..	19 17	22 24	1897
28 67	22 22	26 48	35 50	18 15	19 51	18 84	..	18 61	22 72	1898
22 40	19 90	29 86	35 44	23 77	20 63	19 53	..	19 01	22 87	1899
20 11	20 10	25 68	34 73	20 36	20 91	19 11	..	18 75	22 45	1900
22 44	21 50	17 73	19 12	21 17	21 57	17 63	9 38	19 37	22 55	1901
AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.										
12 29	14 04	12 06	30 85	..	12 90	12 41	..	14 17	14 51	1897
18 21	12 38	15 10	27 16	14 08	11 13	12 02	..	12 95	13 61	1898
18 85	31 46	16 28	28 13	19 71	12 94	12 77	..	14 21	13 04	1899
18 36	11 42	15 75	23 72	20 36	12 11	13 41	..	15 31	16 19	1900
14 51	13 02	12 53	13 52	20 21	13 54	12 01	6 44	16 81	16 83	1901
AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN.										
101 29	161 17	152 03	37 5 18	..	116 05	144 76	..	177 75	156 11	1897
240 40	144 50	165 52	204 11	150 09	113 60	145 52	..	127 16	151 10	1898
214 72	137 75	181 30	187 32	187 76	119 23	149 74	..	137 43	151 19	1899
217 38	130 47	171 81	277 72	222 78	131 02	146 64	..	141 72	149 03	1900
188 70	147 31	122 05	162 45	166 67	140 56	141 42	141 11	145 77	162 78	1901
TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.										
212 53	175 42	164 00	336 24	..	149 55	157 17	..	171 02	170 05	1897
277 61	151 88	181 62	311 06	164 17	145 14	158 44	..	150 13	172 83	1898
255 58	144 22	192 18	315 45	207 55	122 17	162 11	..	151 04	172 83	1899
214 75	151 89	187 06	304 44	243 14	128 13	163 05	..	157 01	165 22	1900
203 23	160 33	135 48	175 97	216 40	154 10	153 43	14 165	162 58	179 61	1901



# Appendix 32. Loads—Goods.

## APPEN

### Average load and weight of Goods

(Referred to in paragraph

N B.—A reference to Appendix 2 will furnish the key to

Calendar year.	E. B. S. SYSTEM.		H. N. SYSTEM.		N. W. SYSTEM (a) to (c).		G. I. P. SYSTEM.		B., B. & C. I. SYSTEM.	
	H. I.		B. C.		E. C. P. T. O. & R.		G. I. P.		B., B. & C. I.	
	5' 6" gauge.	(other gauges)	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
AVERAGE LOAD OF A LOADED GOODS VEHICLE										
1897 . . .	9.76	1.42	1.11	4.12	5.66	9.11	6.33	7.02	6.61	6.91
1898 . . .	9.44	0.64	3.1	6.10	5.77	9.01	6.13	7.01	6.15	8.11
1899 . . .	10.35	0.59	1.17	5.17	9.11	10.16	6.04	6.70	7.08	7.89
1900 . . .	10.74	6.57	4.14	6.10	9.32	10.55	6.54	6.11	7.13	7.60
1901 . . .	10.11	6.74	3.57	5.30	6.18	4.41	0	10.00	6.15	6.34
AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.)										
1897 . . .	7.00	4.51	2.61	3.04	5.16	—	6.11	—	4.54	4.85
1898 . . .	7.12	4.87	2.91	3.24	5.51	—	6.71	—	4.45	5.01
1899 . . .	7.14	4.79	2.95	3.71	5.10	—	6.51	—	4.51	5.11
1900 . . .	7.12	4.70	3.15	3.17	6.14	—	6.65	—	4.71	4.82
1901 . . .	7.45	4.71	3.11	3.24	4.17	1.11	0	1.11	4.97	4.12
AVERAGE NUMBER OF FREIGHT VEHICLES IN A GOODS TRAIN										
1897 . . .	29.08	25.40	26.91	19.17	22.51	—	16.15	—	21.54	15.80
1898 . . .	27.92	21.13	27.53	18.92	21.11	—	15.79	—	24.55	15.21
1899 . . .	27.41	22.74	27.13	17.13	25.70	—	16.11	—	21.21	14.95
1900 . . .	27.51	32.40	22.51	21.24	25.48	—	16.93	—	23.05	14.48
1901 . . .	27.26	25.47	21.71	21.09	25.71	0.15	0	15.00	25.30	15.12
AVERAGE NUMBER OF BRAKEMEN IN A GOODS TRAIN										
1897 . . .	0.45	1.02	1.05	0.51	1.10	—	1.11	—	1.11	1.21
1898 . . .	1.02	1.11	1.11	1.75	1.1	—	1.11	—	1.11	1.21
1899 . . .	0.91	1.01	1.05	1.15	1.11	—	1.22	—	1.21	1.22
1900 . . .	0.91	1.01	1.15	0.01	1.1	—	1.27	—	1.21	1.21
1901 . . .	0.82	1.03	1.01	0.80	1.18	1.10	0	1.23	1.14	1.13
TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN										
1897 . . .	23.91	29.40	27.92	19.71	22.51	—	—	—	21.95	15.80
1898 . . .	28.91	30.18	27.53	16.11	21.11	—	—	—	24.55	15.21
1899 . . .	25.22	31.75	28.21	18.92	25.70	—	—	—	21.21	14.95
1900 . . .	25.42	33.41	22.51	22.25	25.48	—	—	—	23.05	14.48
1901 . . .	25.15	31.70	22.05	21.09	25.71	1.11	—	—	25.30	15.12
AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN										
1897 . . .	121.00	111.31	107.82	111.70	77.44	126.76	111.11	101.29	122.14	150.87
1898 . . .	111.31	111.31	111.31	111.31	75.04	172.93	124.31	141.31	121.71	161.14
1899 . . .	141.24	111.31	111.31	111.31	72.75	172.93	124.31	141.31	121.71	161.14
1900 . . .	141.31	111.31	111.31	111.31	72.75	172.93	124.31	141.31	121.71	161.14
1901 . . .	203.12	111.31	60.60	105.24	120.31	172.93	177.51	163.29	143.71	250.75
AVERAGE DEAD WEIGHT IN A GOODS TRAIN										
1897 . . .	243.77	282.51	121.57	211.51	26.11	—	210.71	—	210.71	191.74
1898 . . .	191.13	282.51	121.57	181.11	26.11	—	210.71	—	210.71	191.74
1899 . . .	41.21	282.51	121.57	211.11	26.11	—	210.71	—	210.71	191.74
1900 . . .	41.21	282.51	121.57	211.11	26.11	—	210.71	—	210.71	191.74
1901 . . .	252.18	275.11	121.57	230.41	21.41	41.07	0	209.00	249.21	183.12
TOTAL AVERAGE DEAD WEIGHT OF GOODS TRAINS										
1897 . . .	447.38	410.84	111.762	261.37	30.11	—	41.91	39.31	39.63	30.80
1898 . . .	441.11	424.9	206.51	211.51	30.11	—	41.91	39.31	39.63	30.80
1899 . . .	441.11	424.9	211.51	211.51	30.11	—	41.91	39.31	39.63	30.80
1900 . . .	441.11	424.9	211.51	211.51	30.11	—	41.91	39.31	39.63	30.80
1901 . . .	475.30	412.31	105.25	258.05	31.76	16.93	—	44.13	39.12	50.70
PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.										
1897 . . .	52.63	43.77	46.51	25.17	39.11	—	41.91	39.31	39.63	30.80
1898 . . .	51.41	43.77	46.51	25.17	39.11	—	41.91	39.31	39.63	30.80
1899 . . .	51.41	43.77	46.51	25.17	39.11	—	41.91	39.31	39.63	30.80
1900 . . .	51.41	43.77	46.51	25.17	39.11	—	41.91	39.31	39.63	30.80
1901 . . .	51.62	40.92	46.61	22.17	32.12	38.72	0	44.13	39.12	50.70

\* Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

## DIX 32.

Appendix 32.  
Loads—Goods.\* *trains on each railway (by systems.)*

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the code letters used to express railway systems.

3 <sup>d</sup> 1 <sup>st</sup> .													Gauge.
10	11	12	13	14	15	16	17	18	19	20	21	22	Calendar year
N. G. S. SYSTEM.	MALAYA SYSTEM		A. B.	B. & N. W.	R. & K. (a) & (b)	J. B.	U. C. †	B. G. J. P.	S. M.	W. L. P.	S. L.	B.	
N. G. S. (a) & (b).	H. G. V. (c).	M. (a) to (d).											
AVERAGE LOAD OF A LOADED GOODS VEHICLE													
10 71	...	6 21	...	5 19	4 35	3 78	4 52	†	3 51	4 71	...	4 05	4 15
11 15	...	6 20	...	5 41	5 30	4 37	4 01	2 85	3 1	4 15	...	3 07	3 80
11 17	...	6 15	...	3 40	5 81	5 05	5 45	3 74	3 51	4 54	...	3 02	4 01
10 44	4 31	6 20	...	4 54	5 12	5 12	6 70	4 80	3 71	4 54	...	4 20	4 21
10 32	3 75	7 20	1 23	5 74	5 40	4 95	5 05	4 75	3 54	4 31	5 27	4 71	4 45
AVERAGE LOAD OF A GOODS VEHICLE (including both loaded and empty)													
6 15	...	4 78	...	3 24	3 15	2 57	...	...	2 12	3 18	...	2 07	2 00
6 10	...	4 70	...	3 1	3 15	2 71	...	1 51	2 10	3 01	...	2 07	2 10
6 72	...	4 59	...	2 55	4 10	3 11	3 2	2 17	2 41	3 55	...	2 00	2 01
5 91	2 76	4 57	...	3 13	3 52	3 31	3 55	2 17	2 52	3 50	...	3 11	2 90
6 21	2 50	5 02	7 26	3 50	3 55	3 21	3 12	2 01	2 15	3 25	4 15	1 00	1 07
AVERAGE NUMBER OF FREIGHT VEHICLES IN A GOODS TRAIN													
24 75	...	24 00	...	21 27	28 15	20 05	21 7	...	21 44	20 70	...	19 81	27 41
24 10	...	24 21	...	21 68	21 51	21 21	20 05	...	21 77	21 00	...	18 15	27 45
21 77	...	23 4	...	30 00	21 04	17 20	17 00	2 12	25 15	22 01	...	15 00	20 51
27 13	17 20	23 44	...	25 81	21 7	17 91	15 11	20 05	25 17	22 25	...	18 50	25 07
20 15	16 10	15 40	2 07	22 06	25 15	22 71	20 15	2 7	2 44	22 01	14 75	10 47	24 85
AVERAGE NUMBER OF BRACKETS IN A GOODS TRAIN													
1 07	...	4 15	...	1 01	1 1	1 04	0 0	†	0 71	1 10	...	0 60	1 50
1 00	...	4 01	...	1 00	1 1	1 01	0 0	...	0 12	1 27	...	0 62	1 50
1 07	...	3 51	...	1 00	1 10	1 02	0 0	...	0 51	1 1	...	0 61	1 01
1 07	1 1	3 5	...	1 00	1 21	1 0	0 11	0 11	0 01	1 1	...	0 51	1 20
1 05	1 12	3 26	1 47	1 17	1 00	1 06	0 41	...	0 51	1 10	0 50	0 50	1 01
TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN													
26 72	...	25 15	...	22 15	21 07	21 61	21 11	†	20 15	21 51	...	19 47	20 00
26 00	...	25 20	...	25 25	21 17	22 45	20 05	...	25 25	21 50	...	19 41	20 05
26 75	...	25 1	...	25 11	21 11	20 05	21 50	2 1	25 00	21 00	...	19 19	20 15
20 16	10 00	27 01	...	27 41	2 11	19 30	10 50	20 00	20 11	23 51	...	19 12	20 15
21 80	11 51	27 06	1 13	24 13	20 37	24 07	1 00	21	2 01	23 15	15 25	10 00	20 16
AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.													
152 12	...	...	...	61 57	5 37	53 20	...	†	61 71	...	...	...	73 00
168 33	...	...	...	77 15	10 21	70 11	...	42 42	50 17	75 44	...	...	74 11
165 00	...	...	...	72 00	10 70	61 11	50 04	57 00	61 40	80 11	...	50 70	70 20
160 02	47 31	...	...	80 05	10 05	60 93	60 55	60 11	52 00	...	...	...	...
124 23	29 0	1 42	...	97 42	71 50	60 50	60 51	67 45	72 1	...	...	...	...
AVERAGE DEAD WEIGHT IN A GOODS TRAIN.													
250 20	...	20 15	...	117 05	140 77	110 81	117 27	...	125 76	114 84	...	110 51	134 17
258 13	...	20 41	...	145 14	124 10	117 79	114 30	121 11	122 00	115 52	...	110 71	135 40
258 00	...	25 00	...	171 00	155 01	80 05	115 05	126 15	124 51	122 80	...	110 31	135 55
270 15	102 57	25 02	...	130 50	120 05	93 22	101 73	121 51	123 25	122 58	...	102 50	115 84
232 28	82 21	20 00	100 11	132 40	120 03	112 54	120 00	121 00	126 00	121 16	157 00	111 34	118 17
TOTAL AVERAGE WEIGHT, FREIGHT AND DEAD WEIGHT, OF GOODS TRAINS													
408 32	...	37 05	...	187 12	220 14	170 47	173 41	...	187 48	165 11	...	166 71	201 11
410 47	...	37 15	...	244 29	215 15	177 14	175 40	161 76	162 00	160 00	...	166 00	201 11
424 02	...	30 15	...	251 02	2 42	151 55	155 00	161 72	160 00	203 30	...	165 01	212 15
440 07	157 21	35 15	...	217 00	210 04	151 15	151 11	160 27	162 01	195 11	...	170 02	198 55
356 51	111 38	38 41	75 13	218 42	227 05	180 03	180 45	197 00	193 48	191 57	168 55	182 27	191 20
PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.													
51 58	...	41 31	...	40 70	30 00	34 30	41 77	...	44 75	46 04	...	42 00	44 00
51 76	...	30 71	...	31 07	40 17	33 84	41 03	20 00	42 00	54 20	...	40 18	44 00
53 00	...	35 74	...	37 11	50 87	30 00	45 70	30 51	41 11	51 00	...	46 35	41 51
40 50	88 5	36 35	...	39 50	43 35	41 13	51 04	35 58	30 35	48 4	...	50 12	43 01
49 41	96 35	38 47	32 99	40 05	47 52	38 58	40 11	37 08	42 48	47 80	45 52	55 72	43 47

† The figures for 1877 are included with the Rappahannock-Malwa railway.

# Appendix 33. Rolling-Stock statistics.

**APPEN**  
*Number of, outlay on, and*  
(Referred to in paragraphs  
N B — A reference to Appendix 2 will furnish the key

Progressive No	GAUGE (CLASSIFICATION NUMBER) Particulars.	5' 6"					
		2 (a)		3	4 (a)		5 (a) & (b)
		F I	E B, S	B C.	B N	P T	O & R

ENGINES							
1	Passenger engines—						
2	Number at close of 1900	133	46		37		31
3	Number added in 1901	123	46		43		43
4	Number at close of 1901	256	92		80		74
5	Goods and mixed engines—						
6	Number at close of 1900	11	4		12		133
7	Number added in 1901	681	73		135		133
8	Number at close of 1901	692	77		147		146
9	Number per mile of line open of all classes	0.03	0.44		0.11		0.10
10	Average mileage run by each in 1901—						
11	Passenger	14,102	26,356	8	9,248		10,570
12	Goods	24,011	23,000	8	24,000		24,710
13	All classes	25,343	24,356	17,308	23,248		27,280
14	Average mileage run by each per day—						
15	Passenger	91	73		91		54
16	Goods	66	61		64		81
17	All classes	71	67		72		75
18	Total value in thousands of rupees			8.64	7.80	4.83	4.75
19	Total value per mile of line open			6.24	5.01	5.20	4.75

## COACHING STOCK.

16	Number at close of 1900	1,076	11	117	360		802
17	Number added in 1901	143	10		221		2
18	Number at close of 1901	1,219	21	117	581		804
19	Number per mile of line open 1st class	0.03	0.11	0.03	0.04		0.08
20	Number per mile of line open 2nd class	0.03	0.21	0.07	0.04		0.05
21	Number per mile of line open Intermediate class	0.03	0.24	0.07	0.02		0.05
22	Number per mile of line open 3rd class	0.41	0.01	0.11	0.05		0.31
23	Number per mile of line open all other classes	0.30	0.20	0.30	0.16		0.23
24	Number per mile of line open total of all classes	1.07	1.06	0.60	0.51		0.71
25	Average mileage run by each 1st class	8	8	8	8		8
26	Average mileage run by each 2nd class	8	8	8	8		8
27	Average mileage run by each Intermediate class	8	8	8	8		8
28	Average mileage run by each 3rd class	8	8	8	8		8
29	Average mileage run by each all other classes	8	8	8	8		8
30	Average mileage run by each total of all classes	51	3,270	2,955	4,111		40,386
31	Total value in thousands of rupees	8	8	8	5.69		8
32	Total value per mile of line open	8	8	8	3.578		8

## CARRIAGE STOCK.

33	Covered wagons	7,077	1,077	4.1	2,064	348	3,839
34	Open	5,677	237	13	1,030	7	...
35	Number at close of 1900, Timber trucks, including lobster trucks	21	71	57	30	...	99
36	All other classes	70	70	3	43	17	453
37	Total of all classes	1,077	314	4.13	4,111	373	4,791
38	Covered wagons	7,077	1,077	...	3,064	295	16
39	Open	5,677	237	...	224	5	...
40	Number added in 1901, Timber trucks, including lobster trucks	2	1	...	14	22	8
41	All other classes	70	70	1	11	101	1
42	Total of all classes	1,077	314	1	809	428	25
43	Covered wagons	7,077	1,077	4.1	3,064	348	3,839
44	Open	5,677	237	13	1,030	7	...
45	Number at close of 1901, Timber trucks, including lobster trucks	21	71	57	30	...	99
46	All other classes	70	70	3	43	17	453
47	Total of all classes	1,077	314	4.13	4,111	373	4,791
48	Number of all classes per mile of line open	7.21	1.01	3.96	3.19	67	3.90
49	Average mileage run by each	10,322	11,307	75.72	14,085	8	16,132
50	Average fare covered wagons	6.14	7.21	7.80	7.86	7.00	7.30
51	Open	6.42	6.54	7.10	7.10	5.00	...
52	Average carrying capacity in tons, covered wagons	14.13	11.40	12.39	14.71	10.00	10.81
53	Open	14.82	11.13	17.00	15.14	10.00	...
54	Average load of goods, value (both loaded and empty)	7.45	9.79	3.21	4.07	5.00	4.07
55	Total value in thousands of rupees	8	8	29,155	1,29,87	16,68	1,38,769
56	Total value per mile of line open	8	8	2,264	8,347	1,81,445	11,330
57	Grand total value of Rolling Stock in thousands of rupees	10,610	1,21,54	37,79	2,61,55	31,51	1,76,34
58	Grand total value of Rolling Stock per mile of line open	10,610	1,21,54	26,489	10,938	2,34,248	15,748

## ROLLING STOCK UNDER SUPPLY

59	Engines	119	21		45	9	18
60	Coaching vehicles	301	12		119	150	39
61	Goods vehicles	1,010	...	...	1,414	...	...

\* Information not available.

† Including passenger engines.

‡ Including 15 engines, 2 coaching vehicles, 6 brakevans and 407 goods vehicles used for construction purposes.

## DIX 33.

## work done by Rolling-Stock.

18, 54 &amp; 55 of Report).

to the code letters used to express railway systems

Appendix 33.  
Rolling-Stock statistics.

S' 1"						S' 36"						Pro- gress- ive No.
7	8		(a) to (f).	(a) and (b)	(a) to (c)	(b) to (d).	(c) to (e)	(e) to (f)	(f) to (g)	(g) to (h)		
N. W. (a) to (e)	G. I. P. (e) to (f)	I. M. (f) to (g)	B. R. & C. I.	N. G. S.	M.	E. R. S.	R. M.	H. G. V.	N.	B. D.	D. S.	
ENGINE												
0	185	10	66	0	46	50	145	0	2	0	0	1
0	180	10	66	0	61	57	145	0	2	0	0	2
66	440	112	120	54	122	54	283	357	2	14	22	4
15	450	133	123	54	171	64	283	357	2	10	22	5
0 15	0 31	0 13	0 23	0 15	0 17	0 17	0 24	0 01	0 24	0 01	0 17	7
0	26,415	34,251	0	0	25,795	26,008	0	0	1,518	0	0	8
0	17,420	16,890	0	0	22,407	22,764	0	0	14,142	0	0	9
20,320	20,148	18,391	18,115	21,551	23,800	23,101	18,860	23,412	10,345	15,191	0	10
0	73	105	0	0	71	71	0	0	34	0	0	11
0	49	46	0	0	63	63	0	0	20	0	0	12
0	95	50	0	0	65	65	0	0	30	0	0	13
2,33,14	1,59,70	58,74	0	0	11,52	22,200	77,00	0,55	0	1,01	0	14
6,281	12,020	5,182	0	0	0,517	5,915	4,493	2,441	0	1,7-3	0	15
COACHING STOCK												
2,317	1,754	504	570	184	1,141	611	1,640	111	12	27	80	16
14	1,738	509	570	184	1,159	635	1,657	120	12	44	80	17
2,331	1,738	509	570	184	1,159	635	1,657	120	12	44	80	18
0 04	0 07	0 03	0 01	0 01	0 01	0 01	0 01	0 01	0 01	0 01	0 01	19
0 04	0 12	0 04	0 01	0 01	0 01	0 01	0 01	0 01	0 01	0 01	0 01	20
0 04	...	...	...	...	...	...	...	...	...	...	...	21
0 25	0 10	0 22	0 15	0 21	0 12	0 01	0 15	0 11	0 20	0 13	0 16	22
0 25	0 10	0 22	0 15	0 21	0 12	0 01	0 15	0 11	0 20	0 13	0 16	23
0 02	1 10	0 46	0 70	0 55	0 04	0 04	0 01	0 31	0 21	0 03	1 03	24
0	61,005	10,640	0	0	2,000	0	0	12,095	5,005	0	0	25
0	46,175	51,800	0	0	2,000	0	0	50,175	73,000	0	0	26
0	...	...	0	0	101,164	0	0	...	...	0	0	27
0	47,800	36,170	0	0	2,000	0	0	36,449	6,115	0	0	28
0	18,500	2,000	0	0	2,000	0	0	37,103	6,115	0	0	29
35,114	35,027	34,101	48,470	40,751	2,000	30,775	35,235	47,076	63,00	0	0	30
1,11,002	65,50	34,74	0	0	41,7	0	0	0	0	0	0	31
1,0,0	4,178	2,074	0	0	3,001	0	0	0	0	0	0	1
GOODS STOCK												
5,344	4,100	1,400	1,175	171	2,315	2,005	4,111	100	...	100	111	23
2,071	3,100	721	1,000	67	1,000	1,000	2,000	100	16	100	714	34
341	101	10	101	10	17	10	10	10	...	10	10	35
2 0	113	34	10	10	10	10	10	10	...	10	10	36
11,311	7,571	2,001	1,700	0,00	4,015	2,011	2,011	514	10	2,011	8,11	37
...	...	116	...	...	...	...	...	...	...	...	...	38
...	...	14	10	...	111	11	33	21	...	...	...	39
...	...	...	...	...	10	...	...	21	...	...	...	40
...	...	...	...	...	10	...	...	3	...	...	...	41
...	...	102	1,0	1	127	15	12	44	...	...	...	42
7,881	4,439	1,572	2,463	171	2,314	2,338	4,254	300	...	233	133	43
3,913	3,138	707	1,738	657	1,738	358	2,677	231	16	67	714	44
324	181	50	90	89	185	88	79	20	...	12	50	45
323	121	34	555	11	41	210	92	7	...	4	2	46
11,354	7,679	2,363	4,516	838	4,278	2,990	7,102	558	16	316	899	47
1,07	502	2 16	5,06	2 21	5,10	1	2 13	1 41	...	0	0	48
10,000	20,451	10,407	10,048	20,144	11,000	9,131	5,000	14,000	21,00	0	0	49
7 00	7 15	7 00	6 01	6 01	7 00	0	7 00	7 01	0	0	0	50
6 04	6 25	6 01	6 01	6 01	6 01	0	6 01	6 01	0	0	0	51
11 59	11 31	11 02	11 10	10 03	11 10	0	0 12	10 00	0	0	0	52
13 05	14 53	12 30	11 24	11 05	11 05	0	1 1	6 1	0	0	0	53
6 37	5 52	5 25	6 31	6 21	5 00	3 01	4 11	2 00	7 01	0	0	54
2,00,000	1,45,902	7,500	0	26,114	1,5,300	0	1,45,902	14,400	0	6,31	0	55
7,511	9,203	6,400	0	7,000	9,172	0	7,000	6,015	0	5,104	0	56
6,97,000	1,00,000	1,00,000	2,00,000	47,00	2,00,000	0,000	2,00,000	21,000	5,00	8,22	1,00,000	57
17,718	5,491	14,035	2,00,000	1,00,000	17,341	11,211	12,000	6,142	30,000	7,007	4,724	58
ROLLING STOCK UNDER SUPPLY												
30	...	57	2	...	30	3	10	...	...	...	...	59
34	...	5	7	...	35	5	102	...	...	...	...	60
110	...	1,104	251	...	110	100	1,107	...	...	...	...	61

For the Great Indian Peninsula and Indian Midland combined system

Metre gauge only.

Including value of coaching stock.

Excluding two engines condemned during the year.

# Appendix 33. Rolling-Stock statistics.

## APPEN

Number of, outlay on, and

(Referred to in paragraphs

N. B.—A reference to Appendix 3 will furnish the key

Progressive No.	GAUGE.	CLASSIFICATION NUMBER	Particulars	3' 18"				
				14 (a)	15	16	17 (a) and (b).	18
				A. D.	D.	B. & N. W.	R. & K.	J. B.
ENGINES								
			Passenger engines—					
			Number at close of 1900	0	0	0	0	0
			Number added in 1901	0	0	0	0	0
			Number at close of 1901	0	0	0	0	0
			Goods and mixed engines—					
4			Number at close of 1900	53†	3†	135†	27†	32†
5			Number added in 1901	0	0	0	0	0
6			Number at close of 1901	53†	3†	135†	27†	32†
7			Number per mile of line open of all classes	0.09	0.03	0.14	0.11	0.05
			Average mileage run by each in 1901—					
8			Passenger	0	0	0	0	0
9			Goods	0	0	0	0	0
10			All classes	14,662	5,506	22,749	24,037	22,035
			Average mileage run by each per class—					
11			Passenger	0	0	0	0	0
12			Goods	0	0	0	0	0
13			All classes	40	11	62	65	60
14			Total value in thousands of rupees	11.40	0	41.15	6.73	13.01
15			Total value per mile of line open	1.015	0	3.200	2.766	1.707
COACHING, & K								
16			Number at close of 1900	175	10	705	104	121
17			Number added in 1901	7	10	705	—	24
18			Number at close of 1901	182	20	705	104	145
19			Number per mile of line open 1st class	0.03	0	0.06	0.07	0.02
20			Number per mile of line open 2nd class	0.02	0	0.04	0.03	0.02
21			Number per mile of line open intermediate class	0.01	0	0.04	0.03	0.02
22			Number per mile of line open 3rd class	0.14	0	0.06	0.08	0.10
23			Number per mile of line open All other classes	0.11	0	0.13	0.12	0.06
24			Number per mile of line open total of all classes	0.31	0	0.63	0.53	0.28
25			Average mileage run by each 1st class	0	0	0	0	0
26			Average mileage run by each 2nd class	0	0	0	0	0
27			Average mileage run by each intermediate class	0	0	0	0	0
28			Average mileage run by each 3rd class	0	0	0	0	0
29			Average mileage run by each All other classes	0	0	0	0	0
30			Average mileage run by each total of all classes	30.79	0	44.118	31.873	45.921
31			Total value in thousands of rupees	13.05	0	0	0	0
32			Total value per mile of line open	2.115	0	0	0	0
CARRIAGE STOCK								
33			Covered wagons	524	0	0	0	180
34			Open wagons	451	0	0	0	123
35			Number at close of 1900	975	0	0	0	303
36			Number added in 1901	1,101	0	0	0	100
37			Number at close of 1901	2,076	0	0	0	403
38			Number per mile of line open	0.31	0	0	0	0.20
39			Average mileage run by each	0	0	0	0	0
40			Average mileage run by each Covered wagons	0	0	0	0	0
41			Average mileage run by each Open wagons	0	0	0	0	0
42			Average mileage run by each All classes	0	0	0	0	0
43			Average mileage run by each 1st class	0	0	0	0	0
44			Average mileage run by each 2nd class	0	0	0	0	0
45			Average mileage run by each 3rd class	0	0	0	0	0
46			Average mileage run by each All other classes	0	0	0	0	0
47			Average mileage run by each total of all classes	0	0	0	0	0
48			Total value in thousands of rupees	10.12	0	1,20,511	7,1,000	19,821
49			Total value per mile of line open	2.71	0	3.55	6.45	2.621
50			Grand total value of rolling-stock in thousands of rupees	41.07	2.85	1,20,511	26,53	32,83
51			Grand total value of rolling-stock per mile of line open	6.071	5.754	12,617	8,949	4,439
STOCK UNDER SUPPLY								
52			Engines	10	0	50	10	8
53			Coaching vehicles	187	0	47	0	46
54			Goods vehicles	0	0	0	0	315

\* Information not available.

## DIX 33—concl.

## work done by Rolling-Stock.

Appendix 33.  
Rolling-Stock statistics.

★ 18, 34 & 55 of Report.  
to the code letters used to express railway systems.

3' 71'					2' 6"			2' 0"	Pro- gressive No.
19	20	21	22 (a) to (d)	24	3 (e)	4 (f)	25	30	
U. C.	R. G. J. P.	S. M.	S. I.	B.	C. B.	R. D.	M. R. W.	D. H.	
ENGINES.									
...	0	26	69	22	1	0	5	...	1
1	0	28	80	28	1	0	5	...	2
2	† 37	101	131	149	2	4†	3	14	4
...	...	...	...	...	...	...	...	...	5
2	† 37	109	139	178	2	4†	8	14	6
0'04	0'08	0'14	0'18	0'17	0'09	0'07	0'08	0'27	7
0	0	24,502	25,703	23,811	26,512	0	23,381	0	8
0	0	14,211	14,016	22,401	14,300	0	18,000	0	9
18,530	15,309	16,551	17,008	21,318	24,500	16,115	21,367	0	10
0	0	71	70	38	71	0	64	0	11
0	0	42	38	68	41	0	40	0	12
51	42	45	41	54	67	44	59	0	13
04	7,96	4,110	44,08	51,00	47	119	329	2,44	14
1,384	1,601	2,111	3,071	4,359	1,391	2,121	1,372	4,781	15
COACHING STOCK.									
26	255	951	981	804	71	30	34	71	16
26	268	1,008	983	897	16	22	54	76	17
0'01	0'00	0'01	0'00	0'07	0'06	0'03	0'05	0'18	18
0'03	0'04	0'04	0'07	0'08	0'01	0'03	0'06	0'70	19
0'03	0'02	...	...	...	0'00	...	...	...	20
0'22	0'11	0'34	0'16	0'18	0'26	0'20	0'34	0'55	21
0'05	0'13	0'19	0'10	0'19	0'03	0'06	0'12	0'06	22
0'36	0'58	0'63	0'88	0'70	0'47	0'39	0'37	1'49	23
14,947	17,585	0	0	0	0	6,857	0	0	24
14,421	44,113	0	0	0	0	0,257	0	0	25
20,310	42,518	0	0	0	0	0	0	0	26
31,000	26,211	0	0	0	0	13,000	0	0	27
20,757	20,411	0	0	0	0	26,634	0	0	28
26,706	26,038	26,165	35,595	43,734	0	14,777	0	0	29
1,10	1,55	0	35,40	38,85	0	0	1,21	0	30
1,734	1,877	0	3,194	3,800	0	1,029	1,330	0	31
CARRIAGE STOCK.									
25	208	3,171	1,121	22,41	50	12	20	37	33
10	662	1,147	1,122	2,01	11	35	94	143	34
...	10	188	51	307	...	...	...	4	35
...	21	208	6	110	118	...	1	19	36
35	099	4,714	3,300	3,615	115	67	115	203	37
...	...	8	...	114	...	8	...	...	38
...	...	11	...	0	...	...	...	...	39
...	6	...	...	...	...	...	...	...	40
...	6	3	...	11	118	...	...	...	41
...	...	...	...	101	118	...	...	...	42
25	268	3,170	1,921	2,375	50	20	20	37	43
10	662	1,138	1,322	2,01	11	35	94	143	44
...	22	188	51	307	...	...	...	4	45
...	23	211	6	243	...	...	1	19	46
35	1,006	4,714	3,300	3,808	67	78	117	212	47
0'50	2'21	2'06	2'07	1'13	0	1'13	1'24	4'16	48
7,308	5,347	5,772	9,375	13,903	0	4,001	0	...	49
2'09	3'72	4'31	4'12	5'15	0	3'10	3'27	...	50
7'40	3'11	7'17	3'52	4'02	0	3'50	2'57	...	51
6'29	5'58	6'17	6'00	8'01	0	5'00	4'77	...	52
2'60	6'12	6'27	8'20	8'47	0	8'11	5'06	...	53
...	3'55	3'28	3'50	3'07	0	3'08	0	...	54
58	11,08	95,141	47,00	62,40	1,121	1,45	1,45	1,081	55
845	2,113	4,005	4,224	5,300	3,001	2,761	1,746	6,035	56
2,78	2,100	1,400,11	1,26,14	1,51,03	1,70	3,32	4,19	5,52	57
3,003	6,171	8,796	11,300	12,093	5,296	5,011	4,448	10,823	58
ROLLING STOCK UNDER SUPPLY									
...	...	...	59	30	...	...	...	...	59
...	...	...	217	115	...	10	...	...	60
...	...	...	...	685	...	175	...	...	61

† Including passenger engines.  
‡ Including value of coaching stock.

# Appendix 33-A.

## Rolling-stock and work done.

APPEN

### Statement showing Rolling-stock on some of the railways

(Referred to in paragraphs

GAUGE.		5' 6"											
CLASSIFICATION No.													
Particulars.		PAST INDIAN				EASTERN BENGAL STATE. (a)				BENGAL NAGPUR (a).			
		1893	Increase	Age of in-	1893.	Increase	Per-centage of in-crease	1891.	1901.	Increase	Per-centage of in-		
LOCOMOTIVES													
Number of locomotives on the 31st December	No.	576	814	238	41 1/2	97	145	49	49 48	101	177	76	71 3/4
Capital expenditure on Locomotives up to the 31st December	in thousands of Rs	7,12,53	10,63,00	3,50,47	41 1/2	97	145	49	49 48	101	177	76	71 3/4
Total engine miles run	Miles.	11,431	21,013	9,582	81 9/10	2,541	3,137	1156	14 9/10	1,723	4,107	2,385	138 4/10
Engine mileage run per engine	"	19 5/8	25 3/8	5 7/8	30 1/10	25,382	23,010	-2,372	-10 1/2	16,744	21,211	6,477	38 7/10
Gross ton-miles hauled	in millions of ton	3,657	6,116	2,459	76 1/2	527	736	209	39 1/10	526	1,192	666	124 3/10
Ton-mileage hauled per engine	in thousands of ton	6,370	7,290	920	41 1/2	543	5,082	-351	-6 1/10	5,401	6,747	1,346	24 6/10
Length of system on the 31st December	"	1,518 6/10	2,101 2/7	582 6/7	15 1/2	37 3/10	3,3 1/10	19 2/10	5 1/10	86 2/3	1,352 2/3	600 6/5	80 0/10
Number of passengers carried in thousands	No.	17,207	23,578	6,371	37 3/10	7,748	9,779	1,831	23 8/10	2,198	6,021	3,823	173 9/10
Tonnage of goods carried in thousands of tons	"	5,31,00	10,418	5,108	9 7/10	1,3 1/10	1,703	451	33 1/10	81,243	2,185	943	75 3/10
COACHING VEHICLES													
Number of vehicles on the 31st December	No.	1,557	1,115	542	37 1/2	501	641	140	27 6/10	703	301	98 1/2	
Capital expenditure on vehicles up to the 31st December	in thousands of Rs	7,12,53	10,63,00	3,50,47	41 1/2	97	145	49	49 48	101	177	76	71 3/4
Total vehicle mileage run	Miles	58,021	110,448	52,427	17 1/10	2,615	1,301	187	11 6/10	3,390	20,801	17,411	176 1/10
Vehicle mileage run per vehicle	"	37 3/8	41 8/10	4 5/8	31 5/10	3 1/10	-2,471	-6 1/10	28,006	10,918	12,088	41 8/10	
Coaching freight ton-mileage in thousands of ton	"	7,500	107,000	99,500	35	1,170	17,101	4,831	39 3/10	7,477	20,816	20,816	278 4/10
Freight ton-mileage per vehicle	"												
Length of system on the 31st December	"	1,518 6/10	2,101 2/7	582 6/7	15 1/2	37 3/10	3,3 1/10	19 2/10	5 1/10	86 2/3	1,352 2/3	600 6/5	80 0/10
Number of passengers carried in thousands	No.	17,207	23,578	6,371	37 3/10	7,748	9,779	1,831	23 8/10	2,198	6,021	3,823	173 9/10
GOODS VEHICLE													
Number of vehicles on the 31st December	No.	8,096	15,416	6,140					31 1/10	3,412	4,250	1,538	45 0/10
Capital expenditure on vehicles up to the 31st December	in thousands of Rs	7,12,53	10,63,00	3,50,47	41 1/2	97	145	49	49 48	101	177	76	71 3/4
Total vehicle mileage run	Miles	180,517	77,305	78,110		1,105	31,160	9,011		47,318	69,721	21,403	45 6/10
Vehicle mileage run per vehicle	"	22 1/10	16,321	-1,101	-10 6/10	10,505	11	191		11,026	14,085	30	0 4/10
Goods freight ton-mileage in millions of ton	"	1,192	1,119					51	15 1/10			107	87 7/10
Freight ton-mileage per vehicle	in thousands of ton							51	11	36		10	2/10
Length of system on the 31st December	"			58 6/7	15 1/2	39		3 1/10	86 2/3	1,352 2/3	600 6/5	80 0/10	
Number of tons carried	"	5,31,00	10,418			1,3 1/10	1,703	453	31 1/10	81,243	2,185	943	75 3/10

\* The expenditure on locomotives and coaching and goods vehicles has not been kept separate in the accounts.

† The expenditure on coaching and goods vehicles has not been kept separate in the accounts.

‡ Including the Bengal Central railway, as the

§ The quantity of goods carried over the several railways is given to show the volume of traffic dealt with by each. In the case of many railways a large are not credited. The extent to which this was the case may be judged from Appendix

## DIX 33-A.

Appendix 33-A  
Rolling-stock and work done.

in 1893 and 1901 and the work done by it.

18 and 36 of Report).

5' 6"											
6				7				8			
ODDH AND ROHILKHAND				NORTH WESTERN (a) to (e).				GREAT INDIAN PENINSULA SYSTEM (a) to (g)			
1893.	1901.	Increase.	Percent- age of increase.	1893.	1901.	Increase.	Percent- age of increase.	1893.	1901.	Increase	Percent- age of increase.
LOCOMOTIVES											
157	175	18	11.48	516	675	159	30.81	711	752	41	5.78
37,91	47,55	9,64	25.41	1,98,5	2,33,11	34,6	17.45	5,51,67	5,66,11	14,44	2.60
3,100	4,771	1,671	53.87	10,010	13,770	3,760	37.52	12,773	14,831	2,058	16.11
12,747	27,26	14,513	114.00	17,844	20,370	2,526	14.15	1,7,90	19,722	1,832	10.24
783	1,206	423	54.02	2,573	4,131	1,558	60.58	3,307	4,329	1,022	30.90
4,691	6,511	1,820	38.78	4,110	6,117	2,007	48.83	4,572	5,754	1,182	25.83
741.11	1,13,60	39,49	53.28	2,700	3,702	1,002	37.11	2,211	2,671	460	20.82
5,762	8,562	2,800	48.60	1,111	1,111	0	0.00	1,111	2,453	1,342	121.78
51,111	51,111	0	0.00	5,111	5,111	0	0.00	5,111	5,451	340	6.65
COACHING VEHICLES											
5,111	8,111	3,000	58.71	2,111	2,311	200	9.47	2,111	2,311	200	9.47
1,111	1,211	100	9.00	1,111	1,111	0	0.00	1,111	1,111	0	0.00
1,347	2,134	787	58.46	1,111	1,111	0	0.00	1,111	1,111	0	0.00
1,611	1,111	-500	-31.04	1,111	1,111	0	0.00	1,111	1,111	0	0.00
1,711	1,711	0	0.00	1,111	1,111	0	0.00	1,111	1,111	0	0.00
2,111	3,111	1,000	47.37	1,111	1,111	0	0.00	1,111	1,111	0	0.00
741.11	1,13,60	39,49	53.28	2,700	3,702	1,002	37.11	2,211	2,671	460	20.82
5,762	8,562	2,800	48.60	1,111	1,111	0	0.00	1,111	2,453	1,342	121.78
GOODS VEHICLES											
4,373	4,116	-257	-5.88	1,111	1,111	0	0.00	1,111	1,111	0	0.00
1,111	1,111	0	0.00	1,111	1,111	0	0.00	1,111	1,111	0	0.00
1,347	2,134	787	58.46	1,111	1,111	0	0.00	1,111	1,111	0	0.00
1,611	1,111	-500	-31.04	1,111	1,111	0	0.00	1,111	1,111	0	0.00
1,711	1,711	0	0.00	1,111	1,111	0	0.00	1,111	1,111	0	0.00
2,111	3,111	1,000	47.37	1,111	1,111	0	0.00	1,111	1,111	0	0.00
741.11	1,13,60	39,49	53.28	2,700	3,702	1,002	37.11	2,211	2,671	460	20.82
5,762	8,562	2,800	48.60	1,111	1,111	0	0.00	1,111	2,453	1,342	121.78

It has not, therefore, been possible to show it separately.

It has not, therefore, been possible to show it separately.

figures for 1893 cannot be separated.

part of the traffic was carried in foreign railway wagons. In the case of some, the home vehicles carried traffic on foreign lines with the quantity of which they No. 21. The vehicle mileage figures, however, represent all the work done by each railway's own vehicles



# Appendix 33-A.

## Rolling-stock and work done.

APPEN

## Statement showing Rolling-stock on some of the railways

(Referred to in paragraphs

GAUGE.		5' 6"											
CLASSIFICATION NO.		9				10				11			
		B D & C L (a) to (f)				N G S, (a) & (b).				M (a) to (c)			
Particulars		1893	1901	Increase	Percent- age of increase	1893	1901	Increase	Percent- age of increase	1893	1901	Increase	Percent- age of increase
LOCOMOTIVES													
Number of Locomotives on the 31st December	No	18*	54	40 30	221	30	51	21	70	16	23	68	41*16
Capital expenditure on Locomotives up to the 31st December	in thousands of Rs	2,21,21	56,90	34 70	157	38,81	17,82	8,98	23 12	54,21	82,00	27,79	51*63
Total Engine miles run	in thousands of miles	2,82	7,417	623	221	765	1,163	397	51*47	3,03	5,17	2,137	70 63
Engine mileage run per engine	"	21,07	18,3*5	-2,735	-12 90	15,37	21,551	6,179	40*21	19,502	23,500	4,098	24 87
Gross ton-miles hauled	in millions of ton	68	1,134	2,48	36	213	37	1*9	71*64	731	1,311	600	81*9
Ton-mileage hauled per engine	in thousands of ton	6,61	6,011	-5*	-8 20	4,263	6,401	2 640	61 91	4 171	6,101	1,934	31*29
Length of system on the 31st December	"	4,99*2	683 12	181 87	36*5	141*10	371*60	-43 21	-30 90	831 2	1,377 00	545 00	64 12
Number of passengers carried	in thousands	No	15,144	3,01	20 12	1 610	1,102	-210	-12*35	0,5 6	1,1,277	2 451	24 01
Tonnage of goods carried	in thousands of Tons	5 1,973	431	28 20	5 21	5 94	416	82 50	15 15	5 2,11	1,151	108*9	
COACHING VEHICLES													
Number of vehicles on the 31st December	No	5,02	11*02	152	30	18	30	12	67	796	1,112	361	45 10
Capital expenditure on vehicles up to the 31st December	in thousands of Rs	1,64	14 7	13	79	47*	8,01	21*10	44 20	1,76,61	50,60	33*60	
Total vehicle-mileage run	in thousands of miles	19,014	28,004	9,000	47 3	7 33	1,117	1,117	15 6	3 773	1,007	17 7	
Vehicle-mileage run per vehicle	"	38,617	4*51*							29,870	25,210	-1,660	-5 4
Coaching freight ton-mileage	in thousands of ton	28 675	5,379	23 01						30 201	4,517	17*5	
Freight ton-mileage per vehicle	in thousands of ton							-7*	-21 21			-6	-19 35
Length of system on the 31st December	"	4,99*2	683 12	181 87	36*5	141*10	371*60	-43 21	-30 90	831 2	1,377 30	538*08	64*12
Number of passengers carried	in thousands	No	15,144	3,01	20 12	1 610	1,102	-210	-12*35	0,5 6	1,1,277	2 451	24 01
GOODS VEHICLES													
Number of vehicles on the 31st December	No	3,017	4,546	1,529	50*	25	9*	0*	27 1	2 11	4,020	1,910	49*2
Capital expenditure on vehicles up to the 31st December	in thousands of Rs	1,64	2,21 24	56,90	34 70	38 81	17,82	8 98	23 12	1,07,00	1,16,67	9,67	61*81
Total vehicle-mileage run	in thousands of Miles	4,331	51,40	5,06	11 1	9,51	10,000	10,500	100 10	2,064	47,114	17,552	56 11
Vehicle-mileage run per vehicle	"	12,11	10 61	-2,60	-21 23	13,000	20,110	7,000	54*30	10,372	11,030	658	6*34
Gross freight ton-mileage	in millions of ton	147	70	60	24*2	71	107	36	50 20	147	300	153	108*16
Freight ton-mileage per vehicle	in thousands of ton	6*	61	-5*	-5*90	61	111	4*	65	5*	72	20	38*46
Length of system on the 31st December	"	4,99*2	683 12	181 87	36*5	141*10	371*60	-43 21	-30 90	831 2	1,377 30	538*08	64*12
Number of tons carried	in thousands of Tons	2 1	773	431	28 20	5 94	5 10	11	82 51	1 1,155	1 1,112	1,253	108*29

\* The expenditure on locomotives and coaching and goods vehicles has not been kept separately.

† The expenditure on coaching and goods vehicles has not been kept separately.

‡ Includes the He. wadi-Lodavati section of the East Coast State railway.

§ The quantity of goods carried over the above railway is given to show the volume of traffic dealt with by each. In the case of many railways they are not credited. The extent to which this was the case may be judged from Appendix No. 21

DIX 33-A—concluded.

Appendix 33-A.  
Rolling-stock and work done.

in 1893 and 1901, and the work done by it.

18 and 56 of Report.)

3' 3"															
2				9				16				17			
EASTERN HENGAL STATE. (b) to (d).				RAJPUTANA-MALWA. (g) to (i).				BENGAL AND NORTH-WESTERN. (j) to (l).				ROHILKUND AND KUMON. (m) and (n).			
1893.	1901.	Increase	Percentage of increase.	1893.	1901.	Increase	Percentage of increase.	1893.	1901.	Increase	Percentage of increase.	1893.	1901.	Increase	Percentage of increase.
LOCOMOTIVES															
89	111	32	35.95	421	427	4	0.95	100	177	77	77.00	7	31	4	57.14
859,200	921,75	31,15	36.00	71,75	77,60	25	3.81	10,000	41,11	22,11	117.51	5,63	6,7	1,1	19.36
1,761	2,901	1,011	56.15	7,41	7,91	321	4.31	1,120	3,081	2,001	160.81	51	71	21	41.10
20,111	21,161	3,011	15.15	17,671	18,261	361	2.11	19,116	22,711	3,595	17.11	19,741	21,037	1,197	5.91
251	391	141	55.17	1,161	1,676	315	27.17	130	6	32	91.30	71	68	1	21.61
2,111	3,247	421	19.02	3,215	2,917	71	2.11	3,211	3,761	461	14.31	2,921	3,151	231	7.91
561,111	691,111	131,111	23.11	1,771,111	1,911,111	161,111	9.11	7,631	1,211,111	1,111,111	61.11	271,111	1,111,111	911,111	3.30
3,111	5,251	1,141	36.61	10,111	11,117	2,111	20.11	1,073	6,111	5,038	46.91	1,111	1,111	411	46.57
5,571	5,111	31	0.51	51,111	1,111	1,111	2.11	5,111	5,111	0	0.00	5,111	5,111	0	0.00
COACH AND VEHICLES															
11	11	21	51.71	1,111	1,111	71	6.31	11	79	68	91.41	17	11	1	5.88
11,111	11,111	33,111	35.11	11,111,111	11,111,111	9,111	7.11	11,111	11,111	76,111	171.17	11,111	11,111	1,111	1.71
11,111	11,111	6,111	45.11	40,111	51,111	6,111	15.11	20,111	31,111	14,771	72.81	11	11,111	11,111	11.11
3,111	11,111	11,111	11.11	11,111	11,111	2,111	18.11	4,111	4,111	11,111	11.11	11,111	11,111	11,111	11.11
6,111	12,111	4,111	66.11	36,111	41,111	4,111	11.11	11,111	11,111	11,111	97.11	1,111	3,111	1,111	33.11
11	11	11	11.11	11	11	11	11.11	11	11	11	11.11	11	11	11	11.11
561,111	6,111	11,111	23.91	1,781,111	1,911,111	161,111	9.11	7,611	1,211,111	1,111,111	14.31	1,111	1,111	1,111	3.30
7,111	5,111	1,111	15.11	10,111	1,111	1,111	11.11	5,111	9,111	4,001	77.11	1,111	1,111	1,111	11.11
GOODS VEHICLES															
2,211	2,99	77	33.11	7,27	7,111	11	0.15	2,652	5,611	3,111	121.11	161	11	11	6.83
859,200	921,75	31,15	36.00	11,111,111	11,111,111	9,111	7.11	11,111	11,111	76,111	171.17	11,111	11,111	1,111	1.71
23,277	27,311	4,034	17.31	105,911	116,771	10,861	10.21	21,661	40,851	19,191	127.31	7,71	11,111	1,111	14.31
10,528	9,111	1,417	13.71	14,678	20,111	15,431	41.11	6,171	8,391	2,221	35.81	10,111	1,111	1,111	11.11
51	85	34	66.61	415	601	186	44.81	55	161	77	87.11	11	21	10	71.11
21	29	8	38.10	61	81	20	32.77	11	21	10	90.91	11	21	10	90.91
561,111	691,111	131,111	23.11	1,781,111	1,911,111	161,111	9.11	7,611	1,211,111	1,111,111	14.31	1,111	1,111	1,111	3.30
5570	5583	13	0.21	51,111	52,311	1,201	2.35	5,611	5,111	501	8.91	5,111	5,111	0	0.00

kept separate in the accounts. It has not, therefore, been possible to show it separately in the accounts. It has not, therefore, been possible to show it separately. since taken over by that line. a large part of the traffic was carried in foreign railway wagons. In the case of some the home vehicles carried traffic on foreign lines with the quantity of which The vehicle mileage figures, represent all the work done by each railway's own vehicles.

Appendix 34.  
Rolling-stock.

## APPEN

## Rolling-stock under different heads on each

(Referred to in paragraph 54)

N B—A reference to Appendix 2 will furnish the key to the

Items.	GAUGE	5' 6"																	
	CLASS NO	1	2 (a)	3	4 (a)	5	6 (a) & (b)	7 (a) to (c)	8 (a) to (c)	9 (a) to (g)	10 (a) to (f)	11 (a) to (c)	12 (a) to (d)	13 (a) to (f)	14 (a) to (f)				
	Particulars	L I	F B	H C	B N	P I	O & K	N W	G I P	I M	R H & C L	N G S	M	F B S	R M				
1	Engines . . . . .	829	118	27	177	21	175	676	620	142	188	54	232	111	428				
Coaching Vehicles																			
2	Saloon, Royal and State . . . . .	4	1					12				9	1	2	3				
3	Saloon, ordinary . . . . .	2	13	4							13	6		17	1				
4	Reserved carriages . . . . .	39	1		14		16	61		14	8	5							
5	Inspection carriages . . . . .												3		11				
6	Family carriages . . . . .																		
7	First class carriages { 4-wheeled	97	12	4	12		42	16	73	22	5	10	54	14	106				
8	Composite, first and second class { 4-wheeled	64	44	8	49		51	91	66	34	12	8	65	33	44				
9	Composite, first and second class { 4-wheeled	11	2				1		12	2					13				
10	Other Composite carriages . . . . .							10	6	5			6						
11	Second class . . . . .	10	11		4		4				1				6				
12	Second class with postal accommodation . . . . .	2	12	4	20		3	95	13	22	37	8	79	17	91				
13	Intermediate class { 4-wheeled	71	41	3			10	120	22		2		4	41	49				
14	Composite, intermediate, and third class . . . . .	7	3	7	15		1	51						15	25				
15	Intermediate and postal carriages . . . . .		4	2	1		1	18			3			2	1				
16	Intermediate third and postal carriages . . . . .																		
17	Lower class . . . . .																		
18	Third class carriages { 4-wheeled	12	17	16	21		10	62	4,0	105	156	61	311	216	574				
19	Third class carriages { 4-wheeled	1							2		71		6	2	130				
20	Third class and postal vans . . . . .	51	4		14		27	10	15	8			11	10	24				
21	Third class carriages { 4-wheeled and bogie	4					71	376	115	2	31		6	7	111				
22	Third class carriages { 4-wheeled						14	151											
23	Bulwagans . . . . .	617	1	10	177		15	464	5	22	119	4	211	72	107				
24	Bulwagan with third class . . . . .		1	12	22			108		53									
25	Bulwagans fitted with postal compartment Post vans . . . . .	24																	
26	Goods vans, postal and other carriages . . . . .							10	7				9	3					
27	Freight vans . . . . .																		
28	Freight trucks . . . . .	1	1		4			42	51	5		2	27	5	5				
29	Low class vans . . . . .	1	1		1		41	215	1	1	16	10	56	10	62				
30	Low class vans . . . . .	41	2	4	11		46	61	101	2	20	6	25	12	24				
31	Product Vendors van . . . . .		1																
32	Mill vans . . . . .		16	6															
33	Freight vans . . . . .		20	6										22					
34	Store, tool and stationary vans . . . . .	1						16											
35	Miscellaneous . . . . .		1					2						12	2				
36	TOTAL COACHING VEHICLES . . . . .	2,152	128	11	177		104	1,215	1,113	102	512	11	1,159	53	1,672				
Goods Vehicles																			
37	Covered goods wagons, { Ordinary		2					41							471				
38	Covered goods wagons, { Military																		
39	Covered goods wagons, { 4-wheeled	1,126	1,077	441	2,012	1,040	2,12	2,004	2,770	823	1,500	124	1,031	1,266	448				
40	High-wheeled wagons, 4-wheeled . . . . .			12				125	45	501	921	37	1,143		174				
41	Medium-wheeled wagons, 4-wheeled . . . . .				849						410	152			150				
42	Low-wheeled wagons, { Ordinary							514			70		80	77	311				
43	Low-wheeled wagons, { Military	1,127	41	42	1,17	105	21	10	2,030	110	55		150	216					
44	Cattle wagons . . . . .	1,127	179	5	161		27	1,706	665				270	101	902				
45	Accident vans . . . . .	24	10	2	5		7	2	27	10	7	3	15	7	15				
46	Platform wagons . . . . .	1											3	3					
47	Power vans . . . . .	11	1		6		5	47	15	4	6		9	2	35				
48	Double trucks . . . . .	2	22	7	36			191			97		61		79				
49	Single trucks . . . . .					14													
50	Ballast wagons . . . . .		58		20	20				50			125						
51	Travelling cranes . . . . .	21	22		16			41	21		13		20		13				
52	Travelling water tank . . . . .		3			1		43		11	21	3	4						
53	Travelling gas holder . . . . .		3		7			2	1		5		6	2					
54	Travelling cranes . . . . .	31	5	3	11	2	17	29	47	9	4	2	15	11	29				
55	Miscellaneous . . . . .	7	1		1	2	2				16	1	1		1				
56	TOTAL GOODS VEHICLES . . . . .	15,152	2,571	491	1,910	1,040	4,416	11,171	7,571	2,771	4,141	938	4,270	2,720	7,102				
57	GRAND TOTAL ROLLING STOCK . . . . .	17,304	2,700	602	3,087	2,080	5,631	12,282	8,744	5,573	5,253	1,174	5,429	3,480	8,774				
LOWER CLASS CARRIAGES FITTED WITH RE																			
	Intermediate class . . . . .	61	14	4	31		11	140			21		4	26					
	Third class . . . . .	72	15	5	12		37	129	102	28	18	24	51	29	113				
	TOTAL . . . . .	133	29	9	43		48	269	102	28	39	24	55	55	113				

NOTE.—Excludes other light railways as

*railway at close of the Calendar year 1901.*

of Report )

code letters used to express railway systems

[illegible]

**complete particulars are not furnished.**

## Appendix 35.

## Automatic brakes.

## APPENDIX 35.

## Rolling-stock fitted with Automatic brakes at close of 1901.

(Refer to paragraph 57 of Report.)

N.B.—There is no rolling-stock fitted with automatic brakes on the railways not enumerated.

Class No.	Gauge.	Railway.	Particulars.	LOCOMOTIVES.			VEHICLES INCLUDING CARRIES				Class No.
				Fitted	Not fitted	Proportion per cent. of fitted to total	Braked.	Piped.	Not fitted	Proportion per cent. of fitted to total	
1		East Indian	At close of 1900 . . . .	247	551	30.84	1,281	204	14,454	9.34	1
			Added during 1901 . . . .	29	...	...	33	—4	...	...	
			Total at close of 1901 . . . .	275	551	33.78	1,311	200	15,093	8.76	
2 (a)		Eastern Bengal	At close of 1900 . . . .	61	53	53.54	368	60	2,445	15.00	2 (a)
			Added during 1901 . . . .	13	...	...	32	15	...	...	
			Total at close of 1901 . . . .	74	44	62.71	400	75	2,430	10.30	
3		Bengal Central	At close of 1900 . . . .	5	22	17.52	...	1	608	0.16	3
			Added during 1901 . . . .	...	...	...	...	...	...	...	
			Total at close of 1901 . . . .	5	22	17.52	...	1	608	0.16	
4 (a)		Bengal-Nagpur	At close of 1900 . . . .	56	100	35.90	403	34	4,241	9.34	4 (a)
			Added during 1901 . . . .	5	...	...	95	23	...	...	
			Total at close of 1901 . . . .	61	100	34.96	500	57	5,175	9.72	
6 (a) & (b)		Oadh and Rohil-khand	At close of 1900 . . . .	62	110	36.05	464	51	4,662	5.93	6 (a) & (b)
			Added during 1901 . . . .	...	...	...	32	9	...	...	
			Total at close of 1901 . . . .	62	109	37.71	516	60	4,661	11.07	
7 (a) to (c)	5' 6"	North Western	At close of 1900 . . . .	461	180	71.73	2,049	213	11,314	16.91	7 (a) to (c)
			Added during 1901 . . . .	33	...	...	44	—7	...	...	
			Total at close of 1901 . . . .	525	180	75.80	2,143	206	11,283	17.24	
8 (a) to (c)		Great Indian Peninsula	At close of 1900 . . . .	244	361	40.33	1,264	...	8,204	13.41	8 (a) to (c)
			Added during 1901 . . . .	21	...	...	—10	...	...	...	
			Total at close of 1901 . . . .	264	361	43.28	1,268	...	8,312	13.25	
8 (d) to (g)		Indian Midland	At close of 1900 . . . .	74	64	54.93	133	24	2,007	5.77	8 (d) to (g)
			Added during 1901 . . . .	...	...	...	17	—2	...	...	
			Total at close of 1901 . . . .	74	64	54.93	152	22	2,005	6.09	
9 (a) to (f)		Bombay, Baroda and Central India	At close of 1900 . . . .	125	61	67.20	449	51	4,724	10.22	9 (a) to (f)
			Added during 1901 . . . .	...	...	...	10	—10	...	...	
			Total at close of 1901 . . . .	131	57	69.64	467	71	4,794	10.11	
10 (a) & (b)		The Nizam's Guaranteed State	At close of 1900 . . . .	...	54	...	31	...	1,021	2.71	10 (a) & (b)
			Added during 1901 . . . .	...	...	...	11	4	...	...	
			Total at close of 1901 . . . .	...	54	...	41	4	1,023	4.03	
11 (a) to (c)		Madras	At close of 1900 . . . .	61	104	35.71	566	14	3,141	14.53	11 (a) to (c)
			Added during 1901 . . . .	30	...	...	119	35	...	...	
			Total at close of 1901 . . . .	91	104	39.77	685	49	4,663	17.56	
12 (b) to (d)		East in Bengal including the Kanchi-Bombay 6' 6" gauge branch.	At close of 1900 . . . .	21	78	23.00	254	41	3,112	8.57	12 (b) to (d)
			Added during 1901 . . . .	23	...	...	42	—4	...	...	
			Total at close of 1901 . . . .	40	78	44.14	266	45	3,023	10.14	
13 (a)		N. E. . . .	At close of 1900 . . . .	4	...	100.00	28	...	...	100.00	13 (a)
			Added during 1901 . . . .	...	...	...	...	...	...	...	
			Total at close of 1901 . . . .	4	...	100.00	28	...	...	100.00	
14 (a)	3' 3 1/2"	Assam Bengal	At close of 1900 . . . .	44	9	83.02	164	...	1,158	12.41	14 (a)
			Added during 1901 . . . .	...	...	...	7	...	...	...	
			Total at close of 1901 . . . .	44	9	83.02	171	...	1,243	12.09	
21		Southern Mahratta	At close of 1900 . . . .	...	...	...	...	...	...	...	21
			Added during 1901 . . . .	13	...	...	0.18	1	...	...	
			Total at close of 1901 . . . .	13	216	1.37	0.18	0.1	5,661	0.33	
23		South Indian	At close of 1900 . . . .	25	183	12.02	139	27	4,116	3.72	23
			Added during 1901 . . . .	...	...	...	8	...	...	...	
			Total at close of 1901 . . . .	25	183	11.68	134	27	4,116	3.76	
24		Burma . . .	At close of 1900 . . . .	52	119	30.41	214	23	4,195	5.33	24
			Added during 1901 . . . .	43	...	...	70	33	...	...	
			Total at close of 1901 . . . .	95	119	46.11	284	34	4,301	6.28	

\* Fitted with Westinghouse brake and pipe.

## APPENDIX 36.

Appendix 36.  
Lighting of stock.*Rolling-stock lighted by gas.*

(Referred to in paragraph 58 of Report.)

N. B.—On railways not enumerated, the rolling-stock is lighted with oil lamps.

Class No.	Gauge.	Railway.	Particulars.	Number fitted.	Number not fitted.	Proportion per cent of fitted to total.	REMARKS.
1	3' 6"	East Indian	At close of 1900 . . . .	1,003	878	53'32	* 1 with electricity.
			Added during 1901 . . . .	100	---	---	
			At close of 1901 . . . .	1,103	887	55'43	
2 (a)		Eastern Bengal	At close of 1900 . . . .	371	67	84'70	
			Added during 1901 . . . .	13	..	---	
			At close of 1901 . . . .	384	46	89'30	
4 (a)		Bengal Nagpur	At close of 1900 . . . .	8138	411	25'14	
			Added during 1901 . . . .	80	..	---	
			At close of 1901 . . . .	224	39	36'19	
6 (a) & (b)		Oudh and Rohilkhand	At close of 1900 . . . .	484	270	64'19	
			Added during 1901 . . . .	42	---	..	
			At close of 1901 . . . .	526	86	85'95	
7		North Western	At close of 1900 . . . .	456	1,504	21'51	
			Added during 1901 . . . .	52	---	---	
			At close of 1901 . . . .	508	1,566	24'49	
8		Great Indian Peninsula	At close of 1900 . . . .	1,011	600	62'76	
			Added during 1901 . . . .	170	---	---	
			At close of 1901 . . . .	1,247	722	63'33	
9		Bombay, Baroda and Central India	At close of 1900 . . . .	508	26	95'13	
			Added during 1901 . . . .	10	..	---	
			At close of 1901 . . . .	518	13	97'55	
10 (a) & (b)		The Nawanagar Guaranteed State	At close of 1900 . . . .	..	---	---	
			Added during 1901 . . . .	113	..	---	
			At close of 1901 . . . .	113	2	98'26	
11		Madras	At close of 1900 . . . .	570	218	72'69	
			Added during 1901 . . . .	24	---	..	
			At close of 1901 . . . .	610	411	58'14	
(a) (b) to (d)	3' 3 1/2"	Eastern Bengal	At close of 1900 . . . .	..	..	---	
			Added during 1901 . . . .	273	..	---	
			At close of 1901 . . . .	273	140	66'10	
24		Assam Bengal	At close of 1900 . . . .	166	---	100'00	
			Added during 1901 . . . .	—18	---	---	
			At close of 1901 . . . .	148	15	90'79	
21		Southern Mahratta	At close of 1900 . . . .	763	123	85'72	
			Added during 1901 . . . .	70	---	---	
			At close of 1901 . . . .	842	124	87'16	
10 (c)		Hyderabad-Godavari Valley	At close of 1900 . . . .	---	---	---	
			Added during 1901 . . . .	81	---	---	
			At close of 1901 . . . .	81	..	100'00	
		Total for railways enumerated above, at close of 1901 .		6,577	4,437	59'71	

# Appendix 37. Interlocking and train signalling.

## APPENDIX 37.

*Railways on which points and signals are interlocked and on which block instruments are used for train signalling.*

(Referred to in paragraph 60 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

CLASS No.		Railway.	Particulars.	Total number of stations on railway.	STATIONS AT WHICH POINTS AND SIGNALS ARE INTERLOCKED		STATIONS AT WHICH BLOCK INSTRUMENTS ARE USED FOR TRAIN SIGNALLING	
Main.	Sub.				No.	Name of system of interlocking.	No.	Name of block instrument.
1	...	E. L.	At close of 1900 . . .	331	55	44 "English" system	2	13 Price and Ferriar's 2 Tyler's Tablet apparatus.
			Added during 1901 . . .	9	17	24 Sashy and Farmer's 1 Experimental.	13	
			At close of 1901 . . .	340	75		15	
2	...	I. B. S.	At close of 1900 . . .	101	14	17 List and Morse's	...	...
			Added during 1901 . . .	6	17	8 Mackenzie and Holland's 6 Experimental.		
			At close of 1901 . . .	107	31			
4	...	D. N.	At close of 1900 . . .	140	43		8	4 Webb and Thomson's "Electric Staff," 2 Tyler's Tablet, 2 Winter's Tablet, 3 Dutton's Tablet, 2 Webb's Staff.
			Added during 1901 . . .	12	37	70 List and Morse's, 1 Experimental.	3	
			At close of 1901 . . .	152	80		11	
6	...	O. and R.	At close of 1900 . . .	154	62		...	...
			Added during 1901 . . .	...	...	26 List and Morse's 6 Experimental.		
			At close of 1901 . . .	154	62			
7	...	N. W.	At close of 1900 . . .	401	102	100 List and Morse's, 21 Tyler's, 17 Key Locking, 3 Experimental.	...	...
			Added during 1901 . . .	31	3			
			At close of 1901 . . .	432	205			
8	(a) to (c)	G. I. P.	At close of 1900 . . .	231	24		21	Price's single wire armaphore.
			Added during 1901 . . .	231	2	21 Sashy and Farmer's, 2 Country made.	...	
			At close of 1901 . . .	231	2		24	
8	(d) to (f)	I. M.	At close of 1900 . . .	142	13		...	...
			Added during 1901 . . .	2	...	11 Waind 2 Experimental.		
			At close of 1901 . . .	144	15			
9	(a) to (c) & (d)	B. B. and C. I.	At close of 1900 . . .	146	...	9 Mackenzie and Holland's, 1 Country made, 1 Experimental.	70	75 Price's block, 2 Tyler's.
			Added during 1901 . . .	6	1		1	
			At close of 1901 . . .	152	22		77	
9	(d) to (f)	R. M.	At close of 1900 . . .	250	10	5 Country made, 1 Mackenzie and Holland's, 2 Dutton's.	...	...
			Added during 1901 . . .	6	...			
			At close of 1901 . . .	256	8			
10	...	N. G. S.	At close of 1900 . . .	11	37		...	...
			Added during 1901 . . .	...	...	26 List and Morse's 1 Experimental.		
			At close of 1901 . . .	69	37			
11	...	M.	At close of 1901 . . .	111	4		130	100 Winter's Block with start- ing semaphores, 25 Winter's Block without semaphores, 6 Experimental.
			Added during 1901 . . .	100	1	10 List and Morse's, 11 Experimental.	10	
			At close of 1901 . . .	215	4		140	
20	...	B. G. I. P.	At close of 1900 . . .	64	...		...	...
			Added during 1901 . . .	...	1	1 Experimental ...		
			At close of 1901 . . .	64	1			
21	...	S. M.	At close of 1900 . . .	211	...		100	100 Morse's, 100 Waind's, 4 Theobald's train key, 4 Webb and Thomson's "Electric Staff."
			Added during 1901 . . .	...	...		...	
			At close of 1901 . . .	211	...		...	
23	...	S. L.	At close of 1900 . . .	18	6		21	Winter's Tablet issuing.
			Added during 1901 . . .	4	1	6 Dutton's, 1 Sashy and Farmer's.	...	
			At close of 1901 . . .	182	7		21	
24	...	B.	At close of 1900 . . .	175	2		...	...
			Added during 1901 . . .	11	...	1 Sashy and Farmer's, 1 Dutton's.		
			At close of 1901 . . .	186	2			

\* Revised figures.

† At Khujpur station 3 different kinds of instruments are used.

At five stations 2 kinds of instruments are in use and therefore included twice under each head.

## APPENDIX 38.

Appendix 38.  
Accidents.*Accidents and casualties on railways treated as one System during the Calendar years 1900 and 1901.*

(Referred to in paragraph 61 of Report.)

Description.	Accidents reported to Local Governments under section 85 of the Indian Railways Act IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS.				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.
1. Collisions between passenger trains or parts of passenger trains . . . . .	3	6	1	2	7	5	1	1	5	7	1	2	2	2	1	1	10	5
2. Collisions between passenger trains and goods or special trains, engines, and vehicles standing on the line . . . . .	15	31	15	22	15	55	1	1	9	24	5	2	8	2	5	3	17	51
3. Collisions between goods trains or parts of goods train . . . . .	11	11	1	6	6	30	1	1	1	9	2	1	12	6	2	1	12	7
4. Collisions between light engines . . . . .	1	1	1	15	2	11	1	1	1	1	1	1	1	5	1	1	1	5
5. Passenger trains or parts of passenger trains leaving the rails . . . . .	1	1	1	4	1	11	1	1	1	1	1	1	1	1	1	1	1	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	10	4	1	20	5	10	1	1	1	1	1	1	5	6	1	1	7	6
7. Trains or engines travelling in the wrong direction through points . . . . .	1	10	1	14	1	13	1	1	1	1	1	1	3	4	1	1	10	4
8. Train running into station building at low level . . . . .	5	1	1	31	1	3	1	1	1	2	1	1	1	1	1	1	1	3
9. Train running over cattle on the line . . . . .	1	5	1	24	1	44	1	1	1	1	1	1	1	1	1	1	1	1
10. Train running over obstructions on the line . . . . .	11	11	1	16	1	13	1	1	1	1	1	1	1	2	1	3	9	9
11. Train running through gate at level crossing . . . . .	2	1	1	4	1	4	1	1	1	1	1	1	1	1	1	1	1	1
12. The backing of boilers of engines . . . . .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12. (a) The backing of tubes, etc., of engine . . . . .	1	1	1	20	1	20	1	1	1	1	1	1	1	1	1	1	3	1
13. The failure of machinery, appliances, etc., of engines . . . . .	6	5	1	701	7	106	1	1	1	1	1	1	1	1	1	1	1	1
14. The failure of tyres . . . . .	1	1	1	21	1	21	1	1	1	1	1	1	1	1	1	1	1	1
15. Ditto of wheels . . . . .	1	1	1	4	1	4	1	1	1	1	1	1	1	1	1	1	1	1
16. Ditto of axles . . . . .	1	17	1	57	1	74	1	1	1	1	1	1	1	1	1	1	1	1
17. Ditto of brake apparatus . . . . .	1	1	1	7	1	8	1	1	1	1	1	1	1	1	1	1	1	1
18. Ditto of couplings . . . . .	6	3	1	12	1	15	1	1	1	1	1	1	1	1	1	1	9	13
19. Ditto of turnbuckles, bolsters, vices, etc. . . . .	1	1	1	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1
20. Broken rails . . . . .	1	3	1	17	1	17	1	1	1	1	1	1	1	1	1	1	1	1
21. The flooding of portions of permanent-way . . . . .	1	20	1	65	1	66	1	1	1	1	1	1	1	1	1	1	19	1
22. Slips in cuttings or embankments . . . . .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
23. Fire in trains . . . . .	5	7	1	31	1	40	1	1	1	1	1	1	2	1	1	1	2	1
24. Fire at stations, or involving injury to bridges or viaducts . . . . .	2	4	1	215	1	219	1	1	1	1	1	3	1	10	1	4	1	22
25. Other accidents . . . . .	20	23	1	633	1	654	1	1	1	1	1	3	20	5	1	8	15	10
TOTAL . . . . .	233	249	1	5,523	1	5,756	1	116	1	505	1	14	1	81	1	30	170	144

\* Not passengers.

† Of these, two were not passengers.

‡ Of these, five were not passengers.

§ Of these, one was not a passenger.

|| Of these, thirteen were not passengers.

¶ Of these, fourteen were not passengers.

\*\* Of these, eight were not passengers.

†† Of these, four were not passengers.



**Appendix 39.**  
**Railway Servants and Provident Fund.**

APPEN

*Numerical Return of Servants of all races employed on each railway (open lines only) and*  
*(Referred to in paragraph—*

Class No.		Railway.	NUMBER OF SERVANTS EMPLOYED.							
Main.	Sub		European.		Indian.		Natives.		Total.	
			1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.
1	—	East Indian . . . . .	1,192	1,478	872	974	68,440	69,961	70,711	63,382
2	—	Eastern Bengal State . . . . .	273	293	138	301	12,052	12,634	12,700	21,278
3	—	Bengal Central . . . . .	12	10	14	17	1,152	1,251	1,506	1,576
4	—	Bengal Nagpur . . . . .	200	202	460	649	14,200	16,072	15,610	17,013
5	—	Calcutta Port Commissioners* . . . . .	1	2	15	13	618	702	624	719
6	—	Orissa and Kolahand State . . . . .	203	206	216	237	15,472	17,794	15,871	16,257
7	—	North Western State . . . . .	754	716	666	631	18,171	51,781	49,692	52,966
8	(a) to (k)	Great Indian Peninsula . . . . .	1,115	1,212	710	1,200	47,167	47,700	47,150	47,501
9	(a) to (e) and (f) and (g)	Bombay, Hyderabad and Central India . . . . .	212	219	210	220	12,112	12,934	12,214	13,302
10	(e) to (f)	Rajputana-Malwa . . . . .	47	44	57	537	22,804	24,009	23,499	24,021
11	—	Nizam's Guaranteed State . . . . .	50	73	350	274	7,738	8,000	8,184	8,701
12	—	Madras . . . . .	173	215	1,071	1,201	13,901	14,130	15,015	21,500
13	—	Bengal Dooars . . . . .	5	4	3	4	619	700	627	700
14	—	Dindu Sadya . . . . .	6	10	—	—	505	505	504	935
15	—	Assam-Bengal . . . . .	40	46	40	101	7,116	4,911	5,152	5,105
16	—	Doughat . . . . .	—	—	15	1	15	51	71	52
17	—	Bengal and North-Western . . . . .	120	111	177	174	13,115	14,214	13,760	14,000
18	—	Kolahand and Kumbhar . . . . .	—	2	12	10	107	3,151	3,137	3,500
19	—	Jodhpur-Dikar . . . . .	7	11	3	1	2,000	2,000	2,000	2,000
20	—	Udaipur-Chit . . . . .	2	2	—	—	—	30	30	380
21	—	Bhavnagar-Gondal-Jamnagar-Porbandar . . . . .	15	19	11	25	200	2,000	2,000	2,000
22	—	Southern Malabar . . . . .	191	171	11	20	13,100	13,100	11,000	13,000
23	—	South India . . . . .	66	66	66	66	11,000	11,000	12,100	12,100
24	—	Orissa . . . . .	4	10	10	50	11,000	11,000	11,000	11,000
25	—	Madras . . . . .	—	1	1	1	500	500	500	500
26	—	Rail . . . . .	1	1	—	2	180	116	100	180
27	—	Teleshwar-Mag . . . . .	1	—	—	1	100	100	200	200
28	—	Poonchik-Khannagar . . . . .	1	1	1	1	100	110	130	117
29	—	— . . . . .	2	2	1	2	100	170	180	180
30	—	Darjeeling-Haldighati . . . . .	21	20	10	10	215	202	246	232
31	—	Howrah-Amta . . . . .	3	3	1	1	412	380	416	390
32	—	Howrah-Sherkhua . . . . .	1	1	—	—	203	200	204	191
33	—	Jodhpur . . . . .	2	2	—	—	180	180	191	185
TOTAL			5,221	5,440	7,361	8,182	31,151	35,706	34,976	37,437

\* The number under "Voluntary" represents subscribers over 5 per cent.

† Appro

‡ Information

§ Revised

|| Excludes bonuses for the

the amounts deposited by them in the Provident Fund at the close of the Calendar year 1901.

(4 and 67 of Report.)

AMOUNTS DEPOSITED IN PROVIDENT FUND.						RAILWAY.	Class. No.	
Number of depositors.		Amount at their credit on 1st December 1901 in rupees					Main.	Sub.
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by railway	Total to depositors' credit			
47 6,076	84 8,742	2 15,46	3 8,41,001	3 7,78,400	1,10,11,148 16,4,606	East Indian	1	---
110	4,440	15,46	8,41,001	7,78,400	16,4,606	Eastern Bengal State	---	---
---	320	---	55,471	17,404	71,375	Bengal Central	3	---
132	2,502	21,223	1,05,017	3,15,017	8,31,079	Bengal-Nagpur	4	---
---	---	---	---	---	---	Chota Nagpur Commission	5	---
66	2,000	24,311	5,55,007	4,47,071	10,25,121	Coastal and Rohilkhand State	6	---
204	6,367	73,304	23,25,001	20,11,501	41,00,000	North Western State	7	---
16	1,504	1,1,151	1,10,115	---	6,63,10,000	Great Indian Peninsula	---	(a) to (h)
---	2,467	---	14,0,400	10,8,740	23,62,203	Bombay, Barod and Central India	9	(i) to (j) and (k) and (l).
236	3,445	51,903	12,20,011	11,1,000	23,87,000	Rajputana-Malwa	9	(i) to (j)
---	1,106	---	3,1,1,10	2,1,0,000	5,12,2,000	Nizam's Guaranteed State	10	---
61	4,041	8,1,227	10,2,1,2,6	7,1,1,10	16,8,7,713	Madras	11	---
---	---	---	7,1,1,10	---	---	Persian Despatch	12	---
---	---	---	---	---	---	Punjab State	13	---
---	701	---	6,1,1,1	4,0,4,10	1,06,2,10	Assam-Bhutan	14	---
---	---	---	---	---	---	Doughnut	15	---
3	1,1,1	1,1,1	4,1,1,1,1	4,1,1,1,1	9,01,000	London and North-Western	16	---
2	1,1,1	1,1,1	1,1,1,1,1	---	---	London and North-Western	17	---
27	20	3,1,1	1,1,1,1,1	2,1,1,1,1	6,10,1,1	London and North-Western	18	---
---	---	---	---	---	---	London and North-Western	19	---
14	470	1,1,1,1,1	1,1,1,1,1	1,1,1,1,1	3,12,1,1	London and North-Western	20	---
---	1,000	---	---	---	---	London and North-Western	21	---
10	2,1,1,1	2,1,1,1	6,1,1,1,1	1,1,1,1,1	10,58,117	London and North-Western	23	---
---	2,1,1,1	---	5,0,4,185	2,1,0,019	5,0,4,185	Burma	24	---
---	---	---	---	---	---	Morvi	25	---
---	---	---	---	---	---	Barat	26	---
---	---	---	---	---	---	Farakhowa-Magra	27	---
---	21	---	485	161	556	Ranaghat Khatmagar	28	---
---	---	---	---	---	---	Jampur-Balipura	29	---
---	142	---	1,01,063	57,545	1,87,000	Haridwar-Himalayan	30	---
---	107	---	2,1,1,1	060	3,1,1,1	Haridwar-Himalayan	31	---
---	23	---	1,003	220	1,223	Haridwar-Himalayan	32	---
4	22	37	6,014	3,1,1,1	10,706	Jorhat	33	---
7,235	53,672	3,30,000	1,76,00,550	87,19,944	3,78,01,536	TOTAL		

and that under "Compulsory" subscribers of 5 per cent. only.  
sums.  
and furnished.  
figures  
second-half of the year.

*Number of men enrolled in Railway Volunteer Corps on the 31st December 1901.*

(Referred to in paragraph 65 of Report.)

Classification Number.		Corps.	ENROLLED STRENGTH.					Total number of European and Eurasian employees on railway	Sergeant Instructors furnished by the Army.	REMARKS.
Main.	Sub.		EFFICIENTS.			Non-efficient.	Total number of volunteers in corps			
			Officers.	Non-Commissioned officers.	Volunteers.					
1	...	East Indian . . . . .	67	175	1,755	23	2,080	2,422	17	
2		Eastern Bengal State . . . . .	"	71	521	9	612	644	4	
4	"	Bengal-Nagpur . . . . .	11	133	1,111	"	959	941	8	* Includes 38 employees other than Europeans and Eurasians
6	"	Central India and Rajputana— Madhya Pradesh & Cochin . . . . .	12	40	37	21	1,415	461	8	† Includes 1 Parver
7		North Western State— Jammu & Kashmir, Ladakh, Gilgit, Baltistan, & Chitral . . . . .	51	119	611	13	1,112	1,102	14	
8	(a) to (c)	Central Indian Peninsula . . . . .	26	1,111	1,111	9	1,111	1,746	10	
8	(d) to (h)	Indian Malabar— Malabar, Kanara & Cochin States . . . . .	16	40	370	51	1,415			† Includes 65 Europeans
9	(a) to (g) and (i) and (j)	Bombay, Deccan and Central India— Bombay, Deccan, Hyderabad, & Cochin States . . . . .	26	96	41	51	1,111	418	5	§ Includes 21 Europeans and 21 Jews
9	(h) to (i)	Deccan Malabar— Deccan, Kanara, & Cochin States . . . . .	26	111	611	"	87	611	10	
10	...	Northern Central India— Hyderabad & Cochin States . . . . .	7	"	141	51	1,371	43	"	
11	...	Madras . . . . .	"	129	"	11	613	1,516	9	‡ Includes the staff of the 100th Coast Signal Coy. as the information is not available.
11	(a)	Assam & Lushai . . . . .	10	16	119	"	145	161	1	
12	"	Bombay & Deccan— Bombay & Deccan States . . . . .	2	12	271	"	1,111	67	6	* Includes 12 employees on construction work not included with European and Eurasian employees.
12	...	Rajputana & Cochin— Rajputana & Cochin States . . . . .	1	2	11	"	11	44	"	
13	...	Central India— Central India & Cochin States . . . . .	"	1	"	"	1	2	"	
14	"	Deccan & Cochin— Deccan & Cochin States . . . . .	"	1	17	5	11	44	1	
21		Southern Malabar . . . . .	22	96	511	"	606	573	7	** Includes 160 Cochin.
22		South Indian . . . . .	8	11	411	19	574	711	8	
24		Burma . . . . .	14	"	511	7	1,170	611	9	†† Includes 56 Burmese and Karens.
25		Mount— East Punjab, Rawalpindi, & Cochin States . . . . .	"	"	"	2	2	2	"	
26	"	Deccan & Cochin— Deccan & Cochin States . . . . .	1	6	"	"	7	30	"	

**A R.—**For pram and Eurasian employees on railways which have no volunteer corps are excluded from the statement

## APPENDIX 41.

Appendix 41.  
Police.

*Strength and cost of the Police force on each Railway (open lines), and the amount of compensation payments due to thefts for the Calendar year 1901.*

(Referred to in paragraph 66 of Report.)

Class No		Railway.	Subordinate officers.	Constables and men.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY				Cost of force to the railway per mile open.	Compensation payments due to thefts in thousands.	REMARKS.
Main	Sub.				Superintendence.	Constables and men.	Contingencies.	Total cost of force to the railway.			
			Average No.	Average No.	Rs.	1's	1's	Rs.	Rs.	Rs.	
1	...	East Indian . . . . .	57	1,232	50,145	1,30,895	30,700	2,01,502	95'90	92,113	* Includes supervision charges on the Cooch Behar railway, as the cost cannot be separated between "supervision" and "constables and men."
2	...	Eastern Bengal State . . . . .	60	1,287	1,360	40,400	133	42,189	42'10	6,135	
3	...	Bengal Central . . . . .	3	24	3,090	5,233	433	9,102	71'41	..	
4	...	Bengal-Nagpur . . . . .	7	431	12,003	20,000	30,000	48,253	20'09	266	
5	...	Oudh and Rohilkhand State . . . . .	3	491	2,000	3,000	2,000	37,171	33'05	13,176	
6	...	North Western State . . . . .	...	1,595	...	1,400	1,000	1,47,000	31'34	1,007	
7	...	Great Indian Peninsula . . . . .	22	700	53,000	1,23,500	10,000	1,36,500	6'13	1,590	
8	(a) to (d) & (e)	Bombay, Baroda and Central India . . . . .	65	461	20,000	50,000	7,000	81,000	102'32	40,000	
9	(a) to (d)	Rajputana-Malwa . . . . .	137	694	30,000	50,000	10,000	1,30,000	64'73	70,000	
10	...	Nizam's Guaranteed State . . . . .	3	147	8,137	20,000	1,000	29,200	40'00	...	
11	...	Mylora . . . . .	11	31	10,000	40,000	20,000	67,000	41'21	7,000	
12	...	Bengal-Norfolk . . . . .	...	8	...	1,000	10	1,000	8'57	...	
13	...	Assam-Bengal . . . . .	2	160	2,500	10,000	1,000	13,500	20'05	20	
14	...	Bengal and North-Western . . . . .	5	478	6,213	37,000	6,000	50,000	30'00	1,300	
15	(a) & (b)	Rohilkhand and Kumaon . . . . .	11	120	20,000	10,000	1,000	11,000	40'50	700	
16	...	Jodhpur-Bikaner . . . . .	1	31	1,000	2,000	300	4,000	6'20	...	
17	...	Rajnagar-Gondal-Junagadh-Porbandar . . . . .	25	105	10,000	12,000	6,000	17,000	28'11	2,100	
18	...	Southern Mahratta . . . . .	13	653	21,000	70,000	9,000	1,00,000	10'00	3,000	
19	(a) & (b)	South Indian . . . . .	...	207	...	...	...	150,000	45'55	1,000	† Including cost of Government supervision, Rs. 10,000
20	...	Barma . . . . .	81	309	11,000	60,000	10,000	71,000	77'10	4,000	
21	...	Morvi . . . . .	3	13	770	1,000	500	2,000	27'55	157	
22	...	Barsi . . . . .	1	4	...	741	21	762	35'20	4	

*Transactions of the Fine Funds for the calendar year 1901.*

(Referred to in paragraph 68 of Report)

CLASS No.		Railway.	AMOUNT.				DISBURSEMENTS.						Balance in hand on 31st December 1901.
Main	Sub.		Provision for 1901.	Provision for 1902.	Provision for 1903.	Total.	Hospital for sick employes.	Compensation allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	East Indian	51,136	14,49	1,75	67,39	40	31	3,008	70	1,002	4,030	62,453
2	...	Eastern Bengal	2,220	9,37	10	11,57		50	2,207	2,495	2,451	7,253	4,707
3	...	Bengal Central	4,164	45	141	5,091		216			301	519	4,542
4	a) & (b)	Bengal-Nagpur	8,491	10,17	94	20,043			237	5,180	3,376	8,283	11,060
6	...	Oudh and Rohilkhand	40,996	1,115	1,217	48,59			3,144	7,011	5,315	18,669	29,810
	...	North Western	3,219	15,701	85	1,00		277	10,937	2,507	11,526	17,837	1,258
8	...	Great Indian Peninsula	10,248	1,751	41	12,41		4,300	1,008	1,451	1,100	8,584	15,522
9	a) to (c) & (d)	Bombay, Baroda and Central India	1,503	1	902	10,12	701	1,217	83	15	1,752	4,000	5,762
10	...	Northern Central India	3,045	1,114	15	4,174		110	51		17	1,701	2,021
11	...	Madras	5,700	7,15	2,722	15,4		400	110	100	2,000	1,701	1,00,000
12	...	Central Provinces	6	4,1		1,29				2		2	1,104
14	...	Assam-Bengal	5,000	2,7		7,744		5	800	141	614	1,501	6,400
16	...	Bengal and North Western	21,100	1,000	1	22,101		500		1,111	101	2,212	2,252
17	a) & (b)	Rohilkhand and Kumaon	2	1,004	1	1,006							1,531
18	a) to (c)	Pajjoutani-Malwa	5,712	1,760	1,71	8,183	100	4	1,14	220	6,100	7,470	57,504
18	...	Jodhpur-Bikaner		401		401							405
19	...	Udaipur-Chitr	21	101		122							352
20	...	Bhavnagar and Junagar	4	1,1	137	1,20			235	170	1	416	5,376
21	...	Southern Mahratta	3	6,201		6,204		100	1,600	1,510	3,000	6,410	206
22	...	Coimbatore	1,700	10,6		12,300		110		15,902	1,300	20,302	1,53,567
24	...	Barma	11,107	12,041		23,148			2,516	14,072	3,412	20,000	3,098
25	...	Meerut	955	124		1,079		140				140	939
27	...	Larabekwar-Magha	40	56		96	0					92	10
30	...	Darjeeling-Himalayan	116	141		257				100	2	102	155
31	...	Jorhat	62	71	1	134							134

\* Approximate figures.

## APPENDIX 43.

Appendix 43.  
Schools.*Railway and Railway aided Schools at the close of the Calendar year 1901.*

(Referred to in paragraph 69 of Report.)

N.B.—A reference to appendix 2 will furnish the key to the code letters used to represent railway systems.

CLASS No.		Railway	RAILWAY SCHOOLS										LOCAL AND DISTRICT SCHOOLS.				
			ATTENDANCE.					ANNUAL CONTRIBUTIONS.					AVERAGE DAILY ATTENDANCE.			Annual Railway Grant.	
			Number in the school.	Average daily attendance.	Number on the rolls.	Average daily attendance.	By Government.	By Railway.	By School.	Total.	Annual expenditure.	Number of school.	Children.	Apprentices and workmen.			
Rs.	Rs.	P.													Rs.	Rs.	
1	...	E. I.	{ European	20	1,091	914	54	41	13,781	741,754	77,515	1,76,272	1,80,612	...	...	...	...
			{ Native	33	1,600	1,381	1,514	960	3,945	2,095	20,124	33,194	31,791	...	...	...	...
2	...	F. R. S.	{ European	...	...	...	...	...	...	...	...	...	...	1	84	6	3,028
			{ Native	4	47	40	34	97	...	1,036	...	1,036	1,036	10	81	8	1,291
4	...	B. N.	{ European	5	126	109	...	...	685	1,270	2,002	6,217	6,154	2	68	...	100
			{ Native	3	179	131	...	...	276	912	976	2,111	1,000	...	...	...	...
6	...	O. and P.	{ European	...	27	21	...	...	745	1,111	612	2,117	1,115	10	61	...	4,408
			{ Native	2	...	...	...	...	...	...	...	...	...	...	...	...	...
7	...	N. W.	{ European	2	47	...	21	12	...	1,000	712	4,121	4,111	17	240	...	14,630
			{ Native	...	104	...	1,201	14	...	...	100	6,111	5,100	1	74	...	1,487
8	(a) to (c)	P.	{ European	6	261	210	...	...	1,000	11,021	2,007	16,010	16,010	11	5	5	5,335
			{ Native	...	...	...	...	...	...	...	...	...	...	1	5	5	210
9	(d) to (f)	I. M.	{ European	2	51	31	...	...	2,000	300	2,000	...	...	...	...	...	...
			{ Native	...	...	...	...	...	...	...	...	...	...	3	...	5	735
10	(g) to (i) and (j)	H. R. & C. I. P. M.	{ European	4	92	71	...	17	1,000	1,000	1,000	2,000	2,000	10	53	...	3,447
			{ Native	11	477	270	135	111	2,000	1,000	1,000	2,000	2,000	1	31	...	190
11	(j) to (k)	M.	{ European	...	33	205	...	...	1,000	12,100	1,000	14,000	14,000	3	5	...	490
12	...	D. S.	{ Native	1	171	75	...	...	...	...	640	1,240	1,240	...	...	...	...
16	...	B. & N. W.	{ European	...	41	28	...	...	...	1,000	200	2,000	2,000	2	32	20	324
20	...	R. G. I. P.	{ European	1	6	5	...	...	...	90	150	1,241	1,241	...	...	...	...
			{ Native	1	40	36	...	...	...	300	50	450	450	...	...	...	...
21	...	S. M.	{ European	15	35	171	177	60	700	512	10	8,000	8,130	...	...	...	...
			{ Native	1	14	11	...	...	...	100	31	100	100	...	...	...	...
22	...	S. I.	{ European	4	113	110	...	...	117	3,000	600	1,000	4,000	...	...	...	...
			{ Native	1	30	...	...	...	27	240	111	410	300	...	...	...	...
23	...	B.	{ European	3	61	56	6	8	1,000	750	1,000	2,000	2,000	12	103	...	2,003
			{ Native	2	125	11	30	27	279	1,200	200	3,000	2,000	...	...	...	...
10	...	N. G. S.	{ European	2	98	41	...	...	...	1,000	60	1,000	1,000	...	...	...	...
			{ Native	1	50	29	16	8	...	700	30	510	786	6	103	...	810

\* Including the joint railway school at Aligarh, Moghal Sarai, Ghazalabad, Delhi and Umballa.

† Including Rs. 100 and Rs. 80 received from the North Western State railway for the joint railway schools at Ghazalabad and Umballa. Rs. 100 and Rs. 200 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai and Rs. 90 received from the Rajputana-Malwa railway for the joint railway school at Delhi.

‡ Includes Rs. 60 received from the Oudh and Rohilkhand State railway for the joint railway school at Moghal Sarai.

§ Information not furnished.

|| Approximate.

**Appendix 44.**  
Earnings under different heads.

APPEN

## Gross earnings under different heads of each

GAUGH.			5' 6"					
Serial No.	CLASS No.		1		2		3	
	Railway.		East Indian		Eastern Bengal State.		Bengal Central.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
COACHING.								
1	1st class . . . . .	Number . . . . .	30,917	33,329	10,110	10,910	864	995
2		Earnings . . . . . Rs.	5,09,661	5,39,174	80,511	70,910	2,875	3,364
3	2nd class . . . . .	Number . . . . .	93,201	104,111	59,111	59,905	9,250	10,270
4		Earnings . . . . . Rs.	4,11,451	4,67,505	1,11,921	1,11,117	10,600	12,033
5	3rd or intermediate class . . . . .	Number . . . . .	71,890	77,905	40,119	40,502	29,126	31,445
6		Earnings . . . . . Rs.	7,11,171	7,11,590	2,35,955	2,51,313	19,246	22,588
7	4th or lowest class . . . . .	Number . . . . .	10,201,725	10,347,071	5,572,201	5,344,511	8,23,117	7,97,373
8		Earnings . . . . . Rs.	7,11,115	8,11,115	2,59,110	1,11,119	3,15,110	3,09,117
9	Season tickets of all classes . . . . .	Number . . . . .	1,11,111	7,14,182	4,77,117	5,15,521	96,310	95,110
10		Earnings . . . . . Rs.	1,11,111	7,14,182	4,77,117	5,15,521	96,310	95,110
11	Total passenger . . . . .	Number . . . . .	11,11,111	12,11,111	6,11,111	6,11,111	9,11,111	9,11,111
12		Earnings . . . . . Rs.	11,11,111	12,11,111	6,11,111	6,11,111	9,11,111	9,11,111
13	Parcels . . . . .	Earnings . . . . . Rs.	5,11,111	5,11,111	2,11,111	1,11,111	1,11,111	1,11,111
14	Luggage . . . . .	Earnings . . . . . Rs.	3,23,181	3,11,111	72,435	90,134	13,111	11,111
15	Other coaching traffic . . . . .	Earnings . . . . . Rs.	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111
16	Total coaching traffic . . . . .	Earnings . . . . . Rs.	11,11,111	12,11,111	6,11,111	6,11,111	9,11,111	9,11,111
GOODS.								
17	General merchandise . . . . .	Tons . . . . .	2,11,111	1,11,111	621,111	806,743	31,111	91,795
18		Earnings . . . . . Rs.	1,11,111	1,11,111	32,111	57,111	97,511	1,11,111
19		Average rate per ton per mile . . . . .	5.53	5.54	9.11	10.71	6.11	7.47
20	Military stores . . . . .	Tons . . . . .	2,11,111	3,11,111	201	117	680	835
21		Earnings . . . . . Rs.	9,11,111	2,11,111	924	507	1,11,111	1,11,111
22		Average rate per ton per mile . . . . .	10.11	10.11	26.11	23.14	139.11	124.11
23	Coal for the public and for foreign railway . . . . .	Tons . . . . .	1,11,111	2,11,111	1,11,111	1,11,111	1,11,111	1,11,111
24		Earnings . . . . . Rs.	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111
25		Average rate per ton per mile . . . . .	3.11	3.11	1.11	4.11	4.11	3.11
26	Revenue stores including coal and materials for construction . . . . .	Tons . . . . .	6,11,111	7,11,111	20,111	10,111	11,448	11,349
27		Earnings . . . . . Rs.	6,11,111	7,11,111	2,11,111	2,11,111	1,11,111	1,11,111
28		Average rate per ton per mile . . . . .	1.11	1.11	2.11	2.11	1.11	1.11
29	Total goods . . . . .	Tons . . . . .	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111
30		Earnings . . . . . Rs.	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111
31		Average rate per ton per mile . . . . .	4.11	4.11	7.11	9.11	6.11	7.11
SUNDRIES.								
32	Electric telegraph . . . . .	Earnings . . . . . Rs.	4,11,111	1,11,111	16,771	16,111	998	827
33	Steam boat . . . . .	Earnings . . . . . Rs.	92,445	1,11,111	2,11,111	3,11,111	---	---
34	Sundries . . . . .	Earnings . . . . . Rs.	4,24,111	3,11,111	3,11,111	2,77,111	1,44,111	3,11,111
TOTAL.								
35	Grand total Earnings . . . . .	Rs.	3,70,70,671	3,57,77,083	73,90,848	67,01,398	6,47,138	7,57,810
36	Total working Expenses . . . . .	Rs.	1,11,11,111	1,11,11,111	40,17,068	41,71,092	3,61,700	4,00,100
37	Net Earnings . . . . .	Rs.	2,59,59,560	2,46,65,972	33,73,780	25,30,306	2,85,438	3,57,710

\* Including revenue stores but excluding live stock.  
† Including all other items not detailed above.

DIX 44.

Appendix 44.  
Earnings under different heads.

railway (by systems) during each half-year of 1901.

5' 10"													Serial No.
4		5		6		7		Great Indian Peninsula system.					
Bengal-Nagpur (a) & (b).		Calcutta Port Commissioners' b		Oudh and Rohilkhand State		North Western State (a) to (f)		C. I. P. (a) to (c).		Indian Midland (d) to (h).			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
5,312	6,152	...	...	14,035	14,721	27,212	76,011	3,603	36,053	...	52,101	1	
58,682	62,163	...	...	73,495	81,151	1,295,391	1,845,511	2,16,115	2,81,051	61,074	1,11,111	2	
10,309	10,107	...	...	47,161	50,014	81,000	177,816	1,69,270	1,00,705	21,200	2,11,111	3	
7,607	95,019	...	...	1,74,494	1,26,470	2,59,417	2,61,460	4,89,170	1,11,177	1,62,111	1,11,111	4	
8,445	7,015	...	...	21,044	2,68,701	65,757	1,00,000	2,01,71	7,171	16,511	1,11,111	5	
96,064	89,524	...	...	1,72,117	1,11,282	5,00,417	5,00,719	4,11,111	1,11,111	8,00,000	2,01,077	6	
3,007,235	2,711,416	...	...	3,000,000	4,11,178	8,11,111	1,00,000	2,142,391	1,00,000	1,11,111	1,07,107	7	
24,64,946	2,11,111	...	...	21,11,491	22,68,161	52,11,257	57,11,000	2,11,417	7,11,745	9,11,111	8,11,111	8	
3,11,111	5,11,111	...	...	...	...	...	...	2,11,111	2,00,000	...	...	9	
2,11,111	4,11,111	...	...	...	...	...	...	1,11,111	1,11,111	2,11,111	...	10	
3,11,111	2,11,111	...	...	4,21,111	4,52,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	11	
27,11,111	2,11,111	...	...	...	...	...	...	4,11,111	1,11,111	1,11,111	1,11,111	12	
1,00,000	9,11,111	...	...	1,11,111	1,11,111	3,11,111	5,11,111	1,11,111	1,11,111	1,11,111	8,11,111	13	
71,111	8,11,111	...	...	71,111	8,11,111	2,11,111	1,11,111	2,11,111	1,11,111	1,11,111	57,111	14	
1,11,111	71,111	...	...	1,11,111	1,27,111	2,11,111	1,11,111	2,11,111	2,11,111	1,11,111	70,111	15	
2,11,111	2,11,111	...	...	2,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	16	
4,11,111	3,11,111	...	...	741,111	511,111	1,11,111	1,11,111	1,11,111	1,11,111	4,11,111	2,11,111	17	
30,11,111	19,11,111	...	...	3,11,111	20,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	2,11,111	18	
7,111	6,111	...	...	5,111	5,111	5,111	5,111	7,111	7,111	1,111	1,111	19	
1,111	2,111	...	...	1,111	1,111	1,111	1,111	7,111	4,111	3,111	5,111	20	
2,111	1,111	...	...	14,111	20,111	2,11,111	1,11,111	2,11,111	2,11,111	5,111	9,111	21	
1,111	1,111	...	...	1,111	1,111	1,111	1,111	...	1,111	20,111	1,111	22	
4,11,111	7,11,111	...	...	18,111	1,11,111	1,11,111	1,11,111	84,111	1,11,111	5,111	7,111	23	
1,11,111	1,11,111	...	...	6,111	5,111	1,11,111	1,11,111	2,11,111	1,11,111	2,11,111	7,111	24	
3,111	3,111	...	...	3,111	3,111	4,111	7,111	1,111	3,111	1,111	2,111	25	
10,11,111	3,11,111	...	...	2,11,111	3,11,111	1,11,111	1,11,111	2,11,111	1,11,111	4,11,111	2,11,111	26	
2,11,111	1,11,111	...	...	2,11,111	2,11,111	1,11,111	1,11,111	3,11,111	1,11,111	2,11,111	2,11,111	27	
2,111	1,111	...	...	2,111	2,111	2,111	1,111	2,111	1,111	2,111	2,111	28	
1,11,111	1,11,111	...	...	1,11,111	1,11,111	2,11,111	1,11,111	1,11,111	1,11,111	7,11,111	57,111	29	
3,11,111	7,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	4,11,111	1,11,111	30	
5,111	5,111	...	...	5,111	5,111	5,111	4,111	7,111	...	1,11,111	1,11,111	31	
1,11,111	1,11,111	...	...	1,11,111	1,11,111	1,11,111	1,11,111	3,11,111	2,11,111	1,11,111	...	32	
2,11,111	3,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	33	
2,11,111	3,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	34	
7,11,111	1,11,111	2,11,111	2,11,111	7,11,111	64,11,111	2,11,111	2,11,111	2,11,111	1,11,111	5,11,111	4,11,111	35	
1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	36	
37,11,111	1,11,111	1,11,111	1,11,111	4,11,111	32,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	37	

b Open only for goods traffic, details of which are not furnished.  
c Excluding Gwalior Light railway.



**Appendix 44.**  
Earnings under different heads.

APPEN

Gross earnings under different heads of each

Serial No.	GAUGI		5' 6"					
	CLASS NO		9				10	
	Railway.		Bombay, Baroda and Central India system.				Nizam's Guaranteed State	
	Particulars		B. B. and C. I. (a) to (e) and (i) and (j)		Rajputana Malwa ( / ) to ( / )		1st half.	2nd half.
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
	<b>COACHING.</b>							
1	1st class . . . . .	{ Number . . . . .	43,005	31,973	9,737	9,914	4,977	4,622
2		{ Earnings . . . . . Rs.	80,719	70,001	70,945	61,102	32,355	28,571
3	2nd class . . . . .	{ Number . . . . .	802,903	751,116	43,222	44,579	31,604	28,917
4		{ Earnings . . . . . Rs.	2,37,181	2,10,715	1,19,721	1,17,705	84,123	58,660
5	3rd or intermediate class . . . . .	{ Number . . . . .	235,051	185,531	1,50,000	1,40,145	---	---
6		{ Earnings . . . . . Rs.	3,57,001	2,82,000	1,22,979	1,00,000	---	---
7	4th or lowest class . . . . .	{ Number . . . . .	6,113,000	5,000,000	6,200,000	5,100,000	1,273,132	1,224,775
8		{ Earnings . . . . . Rs.	1,50,000	1,00,000	2,00,000	1,00,000	6,74,515	6,48,410
9	Season tickets of all classes . . . . .	{ Number . . . . .	5,500,000	5,120,000	1,000,000	4,000,000	95,000	74,100
10		{ Earnings . . . . . Rs.	1,00,000	1,40,000	71,000	1,00,000	11,000	10,000
11	Total passengers . . . . .	{ Number . . . . .	10,000,000	8,000,000	10,000,000	8,000,000	1,319,000	1,269,750
12		{ Earnings . . . . . Rs.	1,00,000	1,40,000	1,00,000	1,00,000	7,00,000	7,00,000
13	Parcel . . . . .	{ Earnings . . . . . Rs.	1,00,000	1,00,000	2,13,000	1,00,000	4,00,000	4,00,000
14	Luggage . . . . .	{ Earnings . . . . . Rs.	1,00,000	1,00,000	91,000	77,000	7,00,000	2,00,000
15	Other coaching traffic . . . . .	{ Earnings . . . . . Rs.	42,000	41,000	1,11,115	12,000	1,00,000	1,00,000
16	Total coaching traffic . . . . .	{ Earnings . . . . . Rs.	1,10,000	1,10,000	1,10,000	1,10,000	1,10,000	1,10,000
	<b>GOODS</b>							
17	General merchandise . . . . .	{ Tons . . . . .	6,00,000	5,00,000	1,00,000	700,000	1,00,000	2,00,000
18		{ Earnings . . . . . Rs.	61,000	50,000	1,14,000	77,000	1,00,000	1,00,000
19		{ Average rate per ton per mile, per . . . . .	7.00	6.00	6.00	6.00	6.00	6.00
20	Military stores . . . . .	{ Tons . . . . .	100	400	1,000	1,000	500	500
21		{ Earnings . . . . . Rs.	5,000	10,000	23,000	1,00,000	19,000	10,000
22		{ Average rate per ton per mile, per . . . . .	2.00	2.00	2.00	2.00	2.00	2.00
23	Coal for the public and for foreign railways . . . . .	{ Tons . . . . .	20,000	40,000	7,000	7,000	19,000	19,000
24		{ Earnings . . . . . Rs.	1,20,000	1,00,000	34,000	2,00,000	6,55,000	5,00,000
25		{ Average rate per ton per mile, per . . . . .	2.00	2.00	4.00	4.00	3.00	4.00
26	Revenue stores including coal and materials for construction . . . . .	{ Tons . . . . .	1,00,000	1,00,000	1,00,000	21,000	3,00,000	1,00,000
27		{ Earnings . . . . . Rs.	2,00,000	1,00,000	2,00,000	3,00,000	1,00,000	1,00,000
28		{ Average rate per ton per mile, per . . . . .	2.00	2.00	2.00	2.00	2.00	2.00
29	Total goods . . . . .	{ Tons . . . . .	1,00,000	700,000	1,00,000	1,00,000	700,000	700,000
30		{ Earnings . . . . . Rs.	67,000	41,000	1,10,000	1,00,000	2,00,000	2,00,000
31		{ Average rate per ton per mile, per . . . . .	7.00	6.00	6.00	6.00	6.00	6.00
	<b>SUNDRIES.</b>							
32	Electric telegraph . . . . .	{ Earnings . . . . . Rs.	27,000	18,000	35,000	2,00,000	13,000	10,000
33	Steam-boat . . . . .	{ Earnings . . . . . Rs.	---	---	---	---	---	---
34	Sundries . . . . .	{ Earnings . . . . . Rs.	1,22,000	1,00,000	1,64,000	1,84,000	1,10,000	1,00,000
	<b>TOTAL.</b>							
35	Grand total earnings . . . . .	{ Rs.	1,00,000,000	6,00,00,000	1,00,00,000	1,24,00,000	34,00,000	24,00,000
36	Total working expenses . . . . .	{ Rs.	3,00,00,000	1,00,00,000	6,00,00,000	61,00,000	1,00,00,000	12,00,000
37	Net earnings . . . . .	{ Rs.	6,00,00,000	5,00,00,000	4,00,00,000	61,00,000	24,00,000	12,00,000

\* Including revenue stores but excluding live stock.

† Including all other items not detailed above.

## DIX 44—continued.

Appendix 44.  
Earnings under different heads.

railway (by systems) during each half-year of 1901.

1 14"												Serial No.
11		12		13		14		15		16		
Madras.		Bengal Doon.		Dibru-Sadiya		Assam-Bengal.		Deoghur.]]		Bengal and North- Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
16,112	15,947	341	319	2,015	2,047	1,895	2,007	..	..	9,463	8,091	1
1,48,590	1,31,931	942	839	4,227	4,193	9,878	11,054	..	..	21,543	21,007	2
60,376	56,739	939	929	1,549	1,114	5,041	5,290	..	..	15,313	15,032	3
2,01,623	1,66,340	1,431	1,172	1,971	1,731	10,706	12,517	..	..	21,599	22,001	4
10,144	8,857	72	1,791	..	..	2,179	2,519	..	..	51,174	61,161	5
21,440	20,574	412	271	..	..	2,780	2,017	..	..	1,111	11,167	6
5,50,199	5,877,416	14,440	154,719	151,002	13,101	943,53	77,554	329,400	..	17,114	1,80,771	7
23,60,191	23,00,002	35,842	41,776	56,134	4,177	5,72,311	4,51,766	13,324	..	17,114	17,114	8
270,900	311,100	..	..	..	..	..	..	..	..	34,100	31,300	9
8,800	1,171	..	..	..	..	..	..	..	..	61	500	10
6,25,112	6,10,112	146,112	107,112	1,110,112	1,111,112	9,111,112	1,111,112	12,111,112	1,111,112	1,111,112	1,111,112	11
2,47,172	7,2,112	1,111,112	4,111,112	6,111,112	1,111,112	1,111,112	1,111,112	1,111,112	1,111,112	1,111,112	1,111,112	12
2,11,112	1,111,112	2,111,112	1,111,112	3,111,112	1,111,112	1,111,112	1,111,112	..	..	3,111,112	37,111	13
1,24,112	1,01,112	1,111,112	1,111,112	1,111,112	1,111,112	1,111,112	1,111,112	..	..	3,111,112	3,701	14
1,11,111	6,111,111	1,111,111	714	1,111,111	1,111,111	1,111,111	1,111,111	..	..	4,111,111	36,413	15
31,111,111	1,111,111	4,111,111	1,111,111	2,111,111	1,111,111	6,111,111	1,111,111	1,111,111	1,111,111	1,111,111	1,111,111	16
79,111,111	71,111,111	22,111,111	4,111,111	40,111,111	1,111,111	1,111,111	1,111,111	3,111,111	..	1,111,111	4,111,111	17
41,64,111	3,111,111	8,111,111	2,111,111	1,111,111	1,111,111	1,111,111	4,111,111	1,111,111	..	1,111,111	1,111,111	18
6,111	7,111	1,111,111	2,111,111	1,111,111	1,111,111	6,111	6,111	..	..	6,111	7,111	19
1,111,111	2,111,111	..	..	..	..	..	11	..	..	..	..	20
4,111,111	..	..	..	..	..	421	7,111	..	..	..	..	21
21,111	20,111	..	..	..	..	1,111	2,111,111	..	..	..	..	22
27,111,111	2,111,111	1,111,111	2,111,111	1,111,111	2,111,111	5,111,111	7,111,111	..	..	3,111,111	10,111,111	23
6,61,111	6,72,111	1,111,111	1,111,111	2,111,111	1,111,111	11,111,111	10,111,111	..	..	5,111,111	10,111,111	24
4,111	4,111	25,111	9,111	5,111,111	5,111,111	4,111	4,111	..	..	4,111	4,111	25
154,409	1,111,111	3,111,111	1,111,111	4,111,111	3,111,111	35,111	21,111,111	..	..	14,111,111	1,111,111	26
1,10,527	1,111,111	2,111,111	7,111	1,411,111	1,111,111	6,111,111	34,111,111	..	..	1,73,111	1,111,111	27
3,400	2,400	4,111	4,111	5,111,111	5,111,111	2,111	2,111	..	..	2,400	2,400	28
1,24,976	1,111,111	2,111,111	1,111,111	1,111,111	..	111,111	1,111,111	1,111,111	1,111,111	1,111,111	1,111,111	29
9,111,111	4,111,111	1,111,111	2,111,111	1,111,111	1,111,111	4,111,111	4,111,111	1,111,111	1,111,111	2,111,111	1,111,111	30
6,111	6,111	21,111	1,111,111	6,111,111	1,111,111	5,111	5,111	..	..	5,111	5,111	31
11,111	10,111	446	7,111	5,111,111	5,031	6,407	8,111,111	..	..	10,111,111	11,010	32
..	..	8,111	6,111,111	..	..	10,111,111	10,111,111	..	..	5,111,111	2,111,111	33
1,111,111	2,111,111	12,111,111	22,111,111	12,111,111	11,111,111	1,111,111	1,111,111	111	..	1,111,111	1,111,111	34
84,10,320	80,77,433	1,60,791	3,111,111	5,24,777	4,73,111	10,90,077	10,45,174	4,111,111	..	54,10,611	13,10,011	35
41,09,187	42,07,111	9,111,111	1,111,111	2,111,111	1,111,111	1,111,111	5,54,111	2,111,111	..	22,01,111	1,27,807	36
42,17,111	38,20,111	61,555	1,111,111	2,111,111	2,22,011	2,111,111	1,111,111	1,111,111	..	32,04,474	21,11,111	37

§ Excluding Ledo and Tihah-Margherita colliery.

|| Yearly figures are shown.

P. T. O.

**Appendix 44.**  
Earnings under different heads.

APPEN

Gross earnings under different heads of each

Serial No.	CLASS.		5' 31"						
	CLASS No.		17		18		19		
	Railway		Rohilkund and Kumarn.		Jodhpur and Bikaner.		Udaipur-Chitor.		
	Particulars.		1st half.	2nd half	1st half	2nd half	1st half	2nd half	
COACHING.									
1	1st class . . . . .	Number . . . . .	2,452	3,344	1,551	1,515	257	233	
2		Earnings . . . . . Rs.	16,811	25,795	7,207	1,073	1,208	1,309	
3	2nd class . . . . .	Number . . . . .	9,780	10,050	8,811	2,244	611	672	
4		Earnings . . . . . Rs.	31,641	31,191	10,420	22,142	1,687	1,820	
5	3rd or Intermediate class . . . . .	Number . . . . .	6,170	7,314	12,058	...	1,220	1,205	
6		Earnings . . . . . Rs.	3,790	6,140	4,707	...	1,000	963	
7	4th or Lowest class . . . . .	Number . . . . .	75,129	83,171	712,889	73,468	95,401	89,344	
8		Earnings . . . . . Rs.	1,05,051	1,03,376	3,60,605	4,05,291	45,036	42,304	
9	Season tickets of all classes . . . . .	Number . . . . .	...	...	...	...	800	...	
10		Earnings . . . . . Rs.	...	...	...	...	75	...	
11	Total passengers . . . . .		80,007	90,015	7,40,122	743,171	97,771	91,544	
12			Earnings . . . . . Rs.	1,12,241	3,67,012	4,00,794	1,40,076	4,47,966	
13	Parcels . . . . .	Earnings . . . . . R.	11,241	14,516	17,260	17,450	1,520	1,405	
14	Luggage . . . . .	Earnings . . . . . Rs.	17,077	12,927	15,722	11,577	1,294	1,273	
15	Other coaching traffic . . . . .	Earnings . . . . . Rs.	17,131	18,775	15,731	11,516	1,475	1,276	
16	Total coaching traffic . . . . .		4,00,221	4,13,700	4,16,224	1,75,001	51,401	50,210	
GOODS.									
17	General merchandise . . . . .	Tons . . . . .	187,220	158,016	165,455	144,790	11,479	12,668	
18		Earnings . . . . . Rs.	5,12,048	3,77,007	5,40,722	4,11,901	50,461	54,714	
19		Average rate per ton per mile, pice	2 70	2 25	3 16	2 8	4 25	4 25	
20	Military stores . . . . .	Tons . . . . .	763	1,227	7	110	7	4	
21		Earnings . . . . . R.	3,137	6,270	130	1,750	82	36	
22		Average rate per ton per mile, pice	13 71	17 60	21 00	17 75	33 76	28 56	
23	Coal for the public and for foreign railways . . . . .	Tons . . . . .	350	157	7,502	3,508	7	...	
24		Earnings . . . . . Rs.	431	204	10,050	9,216	14	...	
25		Average rate per ton per mile, pice	1 55	1 30	4 27	4 17	5 29	...	
26	Revenue stores, including coal and material, for construction . . . . .	Tons . . . . .	21,507	17,011	41,591	47,341	1,100	582	
27		Earnings . . . . . Rs.	15,620	12,051	50,095	30,132	1,046	701	
28		Average rate per ton per mile, pice	2 11	2 40	4 20	1 00	2 00	3 19	
29			Tons <sup>a</sup> . . . . .	21,010	1,004	217,545	127,000	14,503	13,554
30	Total goods . . . . .		Earnings <sup>†</sup> . . . . . R.	5,41,880	3,76,411	5,97,341	4,69,000	60,513	56,320
31			Average rate per ton per mile, pice	2 42	6 80	7 71	2 70	14 00	11 45
SUNDRIES.									
32	Electric telegraph . . . . .	Earnings . . . . . Rs.	1,070	3,160	16,270	1,077	309	331	
33	Steam-boats . . . . .	Earnings . . . . . Rs.	...	...	...	...	...	...	
34	Sundries . . . . .	Earnings . . . . . R.	4,524	1,144	4,081	1,138	405	481	
TOTAL.									
35	Grand total earnings . . . . .		Rs.	1,58,602	8,25,025	11,55,590	11,81,658	1,14,627	1,07,547
36	Total working expenses . . . . .		Rs.	3,87,561	4,48,077	6,80,817	5,97,137	65,557	62,477
37	Net earnings . . . . .		Rs.	6,11,041	3,77,018	4,74,773	6,04,521	49,070	45,070

<sup>a</sup> Including revenue stores, but excluding live stock.<sup>†</sup> Including all other items not detailed above.

**railway (by systems) during each half-year of 1901.**

3' 3"										2' 0"		Serial No.
20		21		22		23		24		25		
Bhavnagar-Gondal Junction-Bhamburda		Southern Mahratta		South Indian.		Rumal.		Muvl.				
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3,806	2,726	8,000	7,702	8,500	8,600	12,500	12,600	826	1,023	1		
10,626	7,083	45,121	45,280	45,213	12,100	67,243	65,894	3,116	3,445	2		
27,130	19,401	31,072	27,100	46,117	46,663	80,000	71,511	5,000	4,700	3		
33,292	21,705	70,500	63,173	81,166	80,000	1,30,490	1,19,013	10,000	9,000	4		
24,340	20,000	...	...	...	...	...	...	...	...	5		
23,011	20,000	...	...	...	...	...	...	...	...	6		
950,000	774,100	3,100,000	2,700,000	6,000,000	6,400,000	5,000,000	5,100,000	147,000	142,000	7		
4,070,000	3,000,000	13,000,000	11,000,000	24,000,000	21,000,000	45,000,000	41,000,000	1,000,000	900,000	8		
9,600	0,000	0,000	7,000	13,000	10,000	40,000	30,000	...	...	9		
750	0,000	0,000	800	5,000	4,000	4,000	3,000	...	...	10		
1,015,000	8,000,000	3,000,000	4,000,000	6,000,000	6,000,000	1,000,000	1,000,000	15,000	14,000	11		
5,300,000	1,000,000	14,000,000	10,000,000	15,000,000	12,000,000	20,000,000	18,000,000	1,000,000	1,000,000	12		
15,110	10,000	8,000,000	8,000,000	10,000,000	10,000,000	4,000,000	4,000,000	1,000,000	1,000,000	13		
5,700	7,000	10,000,000	4,000,000	20,000,000	20,000,000	44,000,000	35,000,000	2,000,000	2,100,000	14		
17,000	16,000	5,000,000	6,000,000	40,000,000	40,000,000	10,000,000	10,000,000	1,000,000	1,000,000	15		
5,77,000	1,000,000	10,000,000	11,000,000	10,000,000	10,000,000	20,000,000	20,000,000	1,000,000	1,000,000	16		
1,04,000	10,000,000	40,000,000	20,000,000	40,000,000	40,000,000	60,000,000	60,000,000	10,000,000	8,000,000	17		
5,000,000	0,000,000	25,000,000	10,000,000	10,000,000	10,000,000	30,000,000	20,000,000	6,000,000	3,000,000	18		
11,000	11,000	700	800	900	800	700	500	11,000	10,000	19		
...	...	1,311	1,100	500	200	500	1,000	...	...	20		
...	...	12,000	6,000	11,000	7,000	1,000	1,000	500	250	21		
33,000	2,000	10,000	15,000	24,000	17,000	14,000	10,000	20,000	18,000	22		
04	27	1,000	800	5,000	6,000	120	...	500	100	23		
100	700	8,000	4,000	10,000	10,000	800	1,000	200	370	24		
400	0,000	1,000	500	400	600	20,000	10,000	14,000	9,000	25		
9,000	5,000	7,000	8,000	20,000	30,000	14,000	20,000	1,000	1,000	26		
5,751	5,000	10,000,000	10,000,000	10,000,000	10,000,000	20,000,000	20,000,000	1,000,000	1,000,000	27		
2000	1,000	2,000	2,000	2,000	1,000	2,000	2,000	4,000	7,400	28		
143,795	100,000	5,000,000	4,000,000	10,000,000	8,000,000	7,000,000	6,000,000	10,000,000	9,000,000	29		
5,13,000	2,70,000	27,000,000	21,000,000	22,000,000	21,000,000	15,000,000	27,000,000	1,000,000	32,000,000	30		
11,10	10,00	0,00	0,00	8,77	7,00	7,00	7,00	11,31	10,00	31		
8,058	5,000	12,000	10,000	12,000	11,000	14,500	12,000	2,000	2,000	32		
...	...	...	...	...	...	21,000	12,000	...	...	33		
20,205	15,000	63,807	71,000	1,00,000	1,00,000	77,000	72,000	388	500	34		
11,19,000	7,77,000	44,51,000	36,58,000	131,67,800	121,58,100	67,08,784	58,56,500	2,08,000	1,51,000	35		
5,54,400	5,17,000	28,54,000	24,31,000	21,31,000	20,94,000	34,52,000	34,12,000	1,20,000	1,00,000	36		
5,64,600	2,15,000	15,00,000	8,07,000	28,33,000	27,63,000	31,40,000	18,43,000	8,000	45,400	37		

‡ Including Karaikkal-Peralam and Pondicherry railways, details for which are not available.

**Appendix 44.**  
Earnings under different heads.

APPEN

Gross earnings under different heads of each

Serial No	GAUGE.		1' 6"					
	CLASS - No.		20		27		28	
	Railway		B&M		Tānakeshwar-Māgā.		Ranaghat-Bhābhāgā.	
	Particulars		1st half	2nd half	1st half	2nd half	1st half	2nd half
COACHING.								
1	1st class	Number	281	227	...	...	227	267
2		Earnings, Rs	704	602	...	...	289	324
3	2nd class	Number	...	...	...	...	...	...
4		Earnings, Rs	...	...	...	...	...	...
5	3rd or intermediate class	Number	...	...	...	...	11,600	12,142
6		Earnings, Rs	...	...	...	...	4,260	4,368
7	4th or lowest class	Number	42,525	4,309	222,611	196,362	103,034	98,577
8		Earnings, Rs	13,755	11,097	37,254	31,903	24,337	20,467
9	Season tickets of all classes	Number	...	...	...	...	...	...
10		Earnings, Rs	...	...	...	...	...	...
11	Total passengers	Number	42,946	34,866	222,611	196,362	114,664	111,204
12		Earnings, Rs	14,522	11,609	37,252	31,903	24,337	20,467
13	Parcels	Earnings, Rs	623	106	...	...	...	...
14	Luggage	Earnings, Rs	364	292	...	...	...	...
15	Other coaching traffic	Earnings, Rs	48	49	...	...	1,000	1,304
16	Total Coaching traffic	Earnings, Rs	15,557	12,956	37,252	31,903	25,337	21,771
GOODS.								
17	General merchandise	Tons	3,037	16,379	...	...	...	...
18		Earnings, Rs	1,044	41,586	...	...	...	...
19		Average rate per ton per mile, per	21.57	22.17	...	...	...	...
20	Military stores	Tons	4	7	...	...	...	...
21		Earnings, Rs	15	10	...	...	...	...
22		Average rate per ton	11.44	29.15	...	...	...	...
23	Coal for the public and for foreign railways	Tons	1	11	...	...	...	...
24		Earnings, Rs	3	14	...	...	...	...
25		Average rate per ton per mile, per	19.25	11.11	...	...	...	...
26	Revenue stores including coal and materials for construction.	Tons	99	...	...	...	...	...
27		Earnings, Rs	40	...	...	...	...	...
28		Average rate per ton per mile, per	4.10	...	...	...	...	...
29		Tons*	3,042	16,391	3,911	5,247	...	...
30	Total goods	Earnings, Rs	15,554	41,990	4,709	6,108	608	449
31		Average rate per ton per mile, per	21.57	22.17	...	...	...	...
SUNDRIES.								
32	Electric telegraph	Earnings, Rs	112	59	195	170	...	...
33	Steam-boat	Earnings, Rs	...	...	...	...	...	...
34	Sundries	Earnings, Rs	1,112	1,149	338	411	570	226
TOTAL.								
35	Grand total earnings	R.	1,12,335	55,413	42,488	40,661	35,979	33,138
36	Total working expenses	R.	50,815	52,385	29,220	29,184	28,008	25,824
37	Net earnings	R.	61,520	17,518	13,268	11,477	7,971	7,314

\* Including revenue stores, but excluding live stock.

† Including all other items not detailed above.

DIX 44—concluded.

Appendix 44.  
Earnings under different heads.

railway (by systems) during each half-year of 1901.

29		30		31		32		33		Serial No.
T. & P. H. P. A.		D. & H. H. P. A.		H. & A. A. A.		H. & S. A. A.		J. & H. A. A.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	2,131	2,053	210	246	161	142	...	...	1
...	...	31,414	27,115	205	309	167	149	...	...	2
...	...	6,024	6,187	...	...	...	...	...	...	3
...	...	40,577	41,140	...	...	...	...	...	...	4
...	...	...	...	15,804	11,451	6,024	7,201	...	...	5
...	...	...	...	6,460	5,786	2,181	2,103	...	...	6
61,000	54,077	25,177	31,195	3,143	14,117	147,176	140,410	40,876	15,254	7
17,316	14,131	51,150	57,492	1,20,301	1,01,597	31,712	32,070	8,107	6,627	8
...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	10
61,000	54,077	34,152	39,117	4,01,111	3,11,111	1,1,111	1,1,111	40,876	15,254	11
17,316	14,131	1,21,171	1,21,171	1,21,171	1,21,171	1,21,171	1,21,171	8,107	6,627	12
...	...	21,014	15,111	...	...	...	...	...	...	13
...	...	15,771	...	...	...	...	...	...	...	14
...	...	7.1	...	5.2	...	1.9	2.1	...	...	15
17,316	14,131	1,21,171	1,21,171	1,21,171	1,21,171	1,21,171	1,21,171	8,107	6,627	16
...	...	12,1	1,111	...	...	...	...	...	...	17
...	...	...	1,111	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	20
...	...	1,21	1,11	...	...	...	...	...	...	21
...	...	11,1	10,1	...	...	...	...	...	...	22
...	...	6,11	3,11	...	...	...	...	...	...	23
...	...	6,112	1,11	...	...	...	...	...	...	24
...	...	3,11	3,11	...	...	...	...	...	...	25
...	...	2,11	1,11	...	...	...	...	...	...	26
...	...	12,111	1,111	...	...	...	...	...	...	27
...	...	41,111	1,111	...	...	...	...	...	...	28
2,418	7,511	17,011	15,11	...	...	...	...	5,105	6,563	29
14,618	3,117	1,21,111	2,11,111	10,111	10,111	2,11,111	3,11,111	28,724	38,177	30
...	...	6,111	...	...	...	...	...	6,111	8,111	31
...	735	1,511	1,511	...	...	...	...	183	221	32
...	...	...	...	...	...	...	...	...	...	33
3,084	2,135	2,111	5,111	2,11	214	75	75	335	390	34
35,054	47,511	3,75,471	4,11,111	1,38,471	1,32,111	40,142	3,11,111	3,11,111	45,615	35
33,040	33,111	2,48,815	2,25,411	77,111	68,711	29,111	26,211	52,721	34,637	36
2,111	13,111	1,26,622	1,84,111	60,111	53,111	10,111	12,111	15,111	10,078	37

# Appendix 45.

## Expenses under different heads.

APPEN

### Working expenses under different heads of each railway

No.	GAUGE		5' 6"					
	CLASSIFICATION NUMBER		1		2		3	
	Railway.		East Indian.		Eastern Bengal State		Bengal Central.	
	Particulars		1st half	2nd half.	1st half	2nd half	1st half.	2nd half.
Engineering.	1	General Superintendence	4,20,000	4,21,400	1,52,230	1,11,501	14,379	13,643
	2	Maintenance of permanent-way { Wages	5,15,012	5,10,120	2,05,300	2,02,570	19,155	20,337
		{ Materials	12,29,268	13,31,107	2,26,204	1,70,904	41,611	46,144
	3	Repairs of bridges, etc.	1,88,601	1,55,302	3,28,17	1,03,003	4,723	2,700
	4	Conservancy of rivers	...	...	142	153	20	...
	5	Repairs of stations and buildings	5,51,724	6,70,105	1,01,721	1,51,055	10,601	8,920
	6	TOTAL	32,41,77	31,75,49*	5,89,731	4,71,100	89,870	95,723
Locomotive.	7	General Superintendence	4,01,131	3,06,004	78,257	78,000	7,015	7,312
	8	Wages of drivers and firemen, fueling, cleaning engines, etc.	10,44,156	11,02,657	1,11,168	2,07,131	13,340	15,008
	9	Fuel	4,51,552	4,71,157	2,97,705	2,17,773	22,540	21,072
	10	Water	51,500	50,100	18,000	20,000	1,923	1,271
	11	Oil, tallow and other stores	1,00,110	1,05,482	31,100	37,426	2,749	2,700
	12	Maintenance and renewal of { Engines	4,77,425	11,15,307	1,60,300	71,110	27,324	21,101
		{ Machinery	81,220	1,19,140	45,221	1,00,000	557	792
	13	TOTAL	7,10,100	8,17,700	2,10,000	1,57,100	10,104	10,004
Carriage and Wagon.	14	General Superintendence	71,505	105,100	41,544	10,000	3,451	3,007
	15	Repairs and renewal of { Coaching vehicles	1,22,100	2,14,500	2,75,532	1,11,000	1,517	1,300
		{ Goods	6,36,87	7,55,48	1,44,730	1,10,000	2,140	1,177
		{ Machinery	1,707	12,372	5,553	1,000	330	125
	16	Cleaning and oiling	1,11,400	1,14,572	42,000	1,17,000	3,420	3,705
	17	TOTAL	10,22,000	11,77,100	2,10,000	1,57,100	13,100	10,000
Traffic.	18	General Superintendence	3,00,500	1,11,500	1,11,400	1,00,000	10,000	11,000
	19	Station staff	12,40,000	11,77,100	4,00,000	7,11,000	20,722	43,997
	20	Train staff	1,00,000	5,31,100	1,11,400	1,00,000	5,000	6,700
	21	Fuel, lighting and general stores	2,00,000	1,21,400	1,00,000	1,00,000	5,000	1,000
	22	Clothing	1,00,000	2,00,000	8,351	1,00,000	522	...
	23	Printing, stationery and tickets	1,00,000	1,00,000	2,00,000	3,00,000	7,000	6,000
	24	Charges for delivery and collection of goods	4,00,000	1,11,000	1,11,000	1,11,000	...	...
	25	TOTAL	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	7,000
General.	26	Home expenditure in General Administration	1,00,000	1,00,000	34,115	...	20,000	10,000
	27	Agent's Office	5,00,000	5,00,000	15,000	6,00,000	13,334	13,334
	28	Andol, accounts and pay etc.	2,41,000	2,41,000	6,00,000	1,00,000	17,130	17,247
	29	Stores Department	1,00,000	1,00,000	7,00,000	1,00,000	2,321	1,200
	30	Medical Department	74,000	70,000	25,123	1,00,000	1,422	1,000
	31	Rents and Miscellaneous	1,11,000	1,12,500	26,000	1,12,000	9,650	9,000
	32	Police	99,000	1,00,000	1,00,000	2,10,000	4,000	4,000
	33	Advertising	4,167	5,000	1,741	1,465	278	762
	34	Electricity	3,00,000	3,00,000	1,14,000	1,17,000	9,000	10,000
	35	TOTAL	11,00,000	11,00,000	5,17,000	6,00,000	78,720	10,000
Miscellaneous.	36	Law charges	8,312	20,000	1,000	3,400	1,172	1,100
	37	Compensation	32,000	60,000	44,400	70,117	81	571
	38	Rates and taxes	48,123	48,541	15,240	10,000	2,000	1,000
	39	Payments to other line	7,00,000	3,00,000	...	85,000	30,000	41,000
	40	TOTAL	1,00,000	1,00,000	1,00,000	1,00,000	37,800	40,000
	41	Steam boat service	1,11,000	1,00,000	2,00,000	1,51,000	...	...
		GRAND TOTAL WORKING EXPENSES	11,27,000	11,27,000	40,37,000	44,71,000	36,11,000	4,00,000

\* Includes all the items of expenditure not enumerated.

† Includes special contribution to Provincial and

‡ Including the Cooch Behar State railways, details for which are not given

## DIX 45.

Appendix 45.  
Expenses under different heads.

(by systems) during each half-year of 1901.

5'6'										No.
4		5		6		7		8		
Bengal-Nagpur.		Calcutta Port Com- missioners.		Oudh and Reharhand State.		North Western State.		Great Indian Peninsula (A) to (H).		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,69,796	1,77,782	3,891	5,511	1,49,213	1,74,331	4,59,155	7,21,111	3,20,111	3,11,111	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41
2,87,120	2,50,710	5,612	6,120	1,47,440	1,71,111	7,81,101	7,21,111	4,22,244	4,11,111	
1,43,137	1,22,117	2,755	3,111	2,26,111	2,41,111	1,27,111	1,27,111	2,27,111	1,11,111	
1,04,535	1,20,671	1,136	1,111	77,311	1,11,111	2,31,111	2,31,111	2,57,111	1,11,111	
...	...	...	...	4,111	4,111	1,11,111	1,11,111	...	...	
1,22,161	1,11,111	826	1,111	1,18,111	1,11,111	1,11,111	1,11,111	2,21,111	2,21,111	
8,41,111	8,41,111	15,111	1,111	7,21,111	7,21,111	1,11,111	1,11,111	1,11,111	1,11,111	
1,01,111	1,01,111	...	...	6,21,111	6,21,111	1,11,111	1,11,111	1,11,111	1,11,111	
2,41,111	2,41,111	6,111	7,111	1,11,111	1,11,111	6,11,111	6,11,111	11,11,111	11,11,111	
1,68,111	1,68,111	2,111	5,111	4,71,111	1,11,111	1,11,111	1,11,111	12,51,111	1,11,111	
25,111	22,111	...	...	11,111	1,11,111	8,111	1,11,111	1,41,111	1,11,111	
4,111	4,111	1,111	7,111	1,111	1,11,111	1,11,111	1,11,111	1,41,111	1,11,111	
1,71,111	1,71,111	1,111	17,111	1,42,111	1,71,111	12,11,111	1,11,111	15,04,111	1,11,111	
1,111	1,111	6,111	...	1,111	1,11,111	1,11,111	1,11,111	7,111	1,11,111	
6,41,111	6,41,111	26,111	21,111	1,11,111	1,11,111	4,11,111	1,11,111	1,11,111	1,11,111	
2,111	...	...	...	1,111	1,11,111	7,111	1,11,111	7,111	7,111	
4,111	1,11,111	...	...	8,111	1,11,111	1,11,111	1,11,111	3,11,111	4,71,111	
75,111	...	16,611	17,111	71,111	1,11,111	9,71,111	1,11,111	5,01,111	5,01,111	
2,111	3,111	6,111	...	3,111	4,111	1,11,111	1,11,111	2,71,111	1,11,111	
67,111	1,11,111	1,111	1,111	4,111	3,111	1,11,111	1,11,111	1,71,111	1,11,111	
...	3,11,111	11,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	11,11,111	11,11,111	
1,11,111	1,11,111	11,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	
2,34,056	2,31,111	54,111	1,11,111	2,71,111	1,11,111	8,51,111	1,11,111	1,11,111	1,11,111	
6,741	7,111	5,111	6,111	8,111	1,11,111	2,32,111	2,31,111	4,71,111	1,11,111	
1,11,111	71,111	97,111	6,111	7,11,111	1,11,111	2,1,111	1,11,111	2,1,111	1,11,111	
3,111	7,111	1,111	...	4,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	
49,111	1,11,111	4,111	1,111	1,11,111	...	7,11,111	1,11,111	1,11,111	1,11,111	
1,111	...	...	...	1,111	1,11,111	1,11,111	1,11,111	6,111	1,11,111	
5,11,111	1,11,111	2,11,111	...	7,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	
1,22,111	1,11,111	...	...	1,11,111	1,11,111	4,11,111	1,11,111	1,11,111	1,11,111	
41,411	7,11,111	4,111	1,111	2,11,111	1,11,111	1,11,111	1,11,111	7,11,111	7,11,111	
9,11,111	9,11,111	1,11,111	1,11,111	7,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	
2,11,111	1,11,111	...	...	1,11,111	1,11,111	4,11,111	1,11,111	1,11,111	1,11,111	
27,111	1,11,111	...	...	1,11,111	1,11,111	4,11,111	1,11,111	1,11,111	1,11,111	
3,11,111	4,11,111	...	...	2,11,111	1,11,111	5,11,111	1,11,111	3,11,111	1,11,111	
2,11,111	2,11,111	...	...	1,11,111	1,11,111	7,11,111	7,11,111	7,11,111	7,11,111	
2,41,111	1,11,111	...	...	1,11,111	1,11,111	3,11,111	3,11,111	2,11,111	3,11,111	
1,21,111	1,11,111	1,71,111	1,11,111	9,11,111	7,11,111	2,71,111	1,11,111	2,11,111	2,11,111	
4,11,111	1,11,111	1,11,111	...	2,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	
8,111	7,111	...	...	2,111	...	2,111	7,111	7,111	...	
1,91,111	1,11,111	1,11,111	1,11,111	3,71,111	1,11,111	2,11,111	1,11,111	6,11,111	1,11,111	
7,11,111	1,11,111	2,11,111	3,11,111	1,11,111	1,11,111	2,11,111	3,11,111	2,71,111	1,11,111	
1,33,741	1,11,111	...	...	61,111	61,111	61,111	1,11,111	2,11,111	2,11,111	
2,39,111	2,39,111	4,11,111	1,11,111	1,41,111	1,11,111	2,11,111	3,11,111	1,11,111	1,11,111	
...	...	...	...	...	...	...	...	...	...	
33,31,111	3,11,111	1,11,111	1,11,111	2,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	

1 Including the Gwalior Light railway, detail for which are not given

2 Including the carriage and wagon expenses of the Gwalior Light railway as the figures cannot be separated.

3 Including the Hyderabad-Shadipalli railway.

4 Including Rs. 7,11,111 on account of Hyderabad-Shadipalli railway, which have been included with the Jodhpur-Bikaner railway.

P. T. O.



**Appendix 45.**  
Expenses under different heads.

APPEN

## Working expenses under different heads of each railway

No.	GAUGE.		5' 6"					
	CLASSIFICATION NUMBER.		9				10	
	Railway.		BOMBAY, BARODA AND CENTRAL INDIA SYSTEM.				Nizam's Guaranteed State.	
	Particulars.		Bombay, Baroda and Central India (a) to (c) and (d) and (f).		Rajputana-Malwa (f) to (i).		Nizam's Guaranteed State.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence . . . . . Rs	1,25,985	1,14,803	1,96,886	2,02,837	90,149	91,699
	2	Maintenance of permanent-way { Wages . . .	1,88,383	1,87,304	2,86,131	3,19,968	1,25,883	1,16,837
		{ Materials . . .	4,85,423	2,26,528	7,51,647	3,63,537	57,142	1,33,743
	3	Repairs of bridges, etc. . . . .	—2,57,283	90,515	2,38,147	1,63,314	23,803	29,392
	4	Conservancy of rivers . . . . .	...	...	...	...	...	348
	5	Repairs of stations and buildings . . . . .	85,820	77,979	1,36,028	1,36,222	10,771	33,971
Locomotive.	6	TOTAL * . . .	6,95,820	7,15,192	17,27,323	13,01,419	3,50,521	3,16,121
	7	General Superintendence . . . . .	93,016	86,900	1,48,982	1,57,297	40,481	39,835
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc. . . . .	2,77,992	2,32,191	4,42,916	4,17,302	90,463	88,238
	9	Fuel . . . . .	7,41,150	4,90,838	11,72,352	8,74,744	1,24,648	1,09,882
	10	Water . . . . .	50,618	42,018	76,311	73,691	18,277	16,813
	11	Oil, tallow and other stores . . . . .	54,569	46,143	85,617	81,120	17,438	16,754
Carriage and Wagon.	12	Maintenance and renewal of { Locomotive engines . . .	2,78,994	3,21,261	4,23,310	5,60,174	75,265	81,991
		{ Machinery . . .	20,179	26,862	42,881	40,102	9,836	6,007
	13	TOTAL * . . .	10,12,447	11,12,285	22,49,772	21,91,403	4,23,642	4,02,279
	14	General Superintendence . . . . .	31,911	29,511	51,124	51,125	8,928	8,165
	15	Repairs and renewal of { Coaching vehicles . . .	1,52,401	1,62,105	2,42,771	2,95,051	36,494	33,131
		{ Goods " . . .	2,51,520	2,10,402	3,94,622	4,05,911	22,306	16,276
Traffic.		{ Machinery . . .	10,322	11,142	16,683	20,125	2,159	4,270
	16	Cleaning and oiling . . . . .	61,094	51,192	94,613	88,941	16,778	17,268
	17	TOTAL * . . .	5,12,323	4,87,407	8,07,117	8,62,101	80,673	79,144
	18	General Superintendence . . . . .	74,643	69,491	1,18,009	1,25,071	29,447	28,640
	19	Station staff . . . . .	2,08,233	2,68,090	4,70,167	4,72,321	92,435	94,477
	20	Train staff . . . . .	80,624	69,179	1,22,146	1,24,353	37,830	36,937
General.	21	Fuel, lighting and general stores . . . . .	76,300	83,762	1,19,564	1,51,794	30,750	29,530
	22	Clothing . . . . .	9,495	8,231	15,257	14,757	1,208	2,637
	23	Printing, stationery and tickets . . . . .	40,306	34,691	64,048	61,541	12,238	14,951
	24	Charges for delivery and collection of goods . . .	..	1,918	...	..	...	...
	25	TOTAL * . . .	5,91,747	5,41,207	9,30,492	9,72,121	2,25,306	2,28,254
	26	Home expenditure or General administration . . .	23,688	20,235	38,248	47,857	37,424	43,931
Miscellaneous.	27	Agent's Office . . . . .	20,772	22,051	33,537	38,393	16,666	16,929
	28	Audit, accounts and pay office . . . . .	82,130	74,505	1,37,458	1,32,452	61,867	62,709
	29	Stores Department . . . . .	31,939	29,536	51,167	53,471	8,668	8,350
	30	Medical Department . . . . .	18,734	17,175	29,310	30,728	11,530	12,090
	31	Rents and Miscellaneous . . . . .	39,710	1,68,238	51,670	49,899	25,324	17,180
	32	Police . . . . .	42,271	39,511	65,306	68,636	22,387	29,767
	33	Advertising . . . . .	709	904	1,123	1,648	725	644
	34	Electric telegraph . . . . .	94,776	91,584	1,46,035	1,16,281	34,207	33,916
	35	TOTAL * . . .	3,53,973	3,12,162	5,57,052	5,21,104	2,24,900	2,29,729
	36	Law charges . . . . .	1,878	892	3,033	1,633	501	903
	37	Compensation . . . . .	18,697	25,025	20,196	45,825	296	523
	38	Rates and taxes . . . . .	10,593	8,310	17,107	15,273	567	301
	39	Payments to other lines . . . . .	17,472	59,874	27,310	— 37,347	2,066	11,991
	40	TOTAL * . . .	1,58,200	94,163	1,70,661	1,08,928	30,193	41,894
	41	Steam boat service . . . . .	...	...	...	...	...	...
		GRAND TOTAL WORKING EXPENSES . . .	139,10,738	130,60,311	108,12,487	103,44,918	13,41,267	12,68,391

\* Includes all other items of  
† Includes special contribution  
‡ Includes charges incurred  
§ Includes the Sagami

DIX 45—continued.

Appendix 45.  
Expenses under different heads.

(by systems) during each half-year of 1901—contd.

5' 6"		5' 31"										No.
11		12		13		14		15		16		
Madras.		Bengal Doonrs.		Dibru-Sadiya.		Assam-Bengal.		Deoghur &		Bengal and North-Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,59,238	2,50,430	1,893	3,164	9,178	8,514	72,320	73,163	...	...	1,19,636	1,22,443	1
1,44,169	2,47,362	4,083	6,037	20,018	19,527	1,13,372	1,15,005	...	...	1,15,484	1,36,814	2
1,11,221	1,37,999	3,122	10,454	14,946	20,654	7,821	560	...	...	1,52,101	1,40,716	3
66,794	85,483	1,066	1,130	18,291	2,738	27,000	33,178	...	...	40,444	52,852	4
...	...	...	...	...	...	...	...	...	...	1,645	2,673	5
65,576	1,35,709	525	853	12,241	7,154	37,296	37,750	...	...	57,935	47,849	6
6,77,052	9,25,758	10,942	21,929	1,00,157	62,220	2,60,381	2,79,100	1,757		3,31,802	2,18,622	7
98,315	92,028	1,831	2,952	5,387	5,295	24,159	25,037	...	...	4,111	4,783	8
2,73,198	2,85,101	4,362	4,683	8,714	8,550	27,743	30,090	...	...	82,537	91,351	9
7,22,304	7,40,553	20,945	23,225	21,339	19,912	52,272	54,677	...	...	1,38,620	1,75,120	10
34,127	32,883	883	1,244	3,084	2,682	6,757	7,602	...	...	14,617	16,212	11
54,083	50,841	1,361	1,526	2,256	2,468	5,435	6,106	...	...	19,361	20,270	12
5,36,198	2,82,755	3,590	6,461	13,072	24,993	28,440	18,781	...	...	27,286	90,115	13
9,211	8,815	506	903	3,175	2,717	402	936	...	...	2,703	2,670	14
10,14,252	16,84,221	31,611	41,001	51,027	60,518	1,64,082	1,52,467	15,727		1,18,071	2,40,204	15
21,654	21,587	906	1,472	3,146	3,083	8,044	8,142	...	...	14,350	16,557	16
1,32,206	1,57,220	2,325	3,244	3,934	3,899	17,904	18,270	...	...	49,310	30,750	17
9,21,710	9,21,710	3,030	2,254	14,851	12,125	15,017	16,135	...	...	55,068	40,290	18
5,794	6,234	2	54	1,335	1,207	244	27	...	...	1,810	2,007	19
4,2,23	5,1,131	1,641	2,479	2,130	2,111	6,178	6,117	...	...	29,378	27,070	20
3,1, 6	3,84,121	7,004	9,459	2,217	2,180	4,1, 60	4, 1, 30	1,015		1,45,785	1,17,790	21
1,03,869	93,055	3,465	3,806	6,214	6,112	25,557	27,852	...	...	67,151	76,414	22
2,94,515	3,03,917	7,578	12,580	15,293	15,117	73,214	81,875	...	...	1,55,614	1,77,394	23
90,625	92,572	725	1,006	3,193	3,716	11,990	14,506	...	...	2,60,601	52,128	24
72,410	80,871	973	1,134	1,430	1,110	10,770	19,508	...	...	43,634	46,221	25
10,454	7,996	60	133	24	51	4,243	1,411	...	...	2,453	6,046	26
48,764	68,021	393	3,478	2,476	3,111	7,201	50,111	...	...	21,184	25,295	27
2,167	3,519	...	...	5,440	6,101	...	...	...	...	15,632	11,705	28
6,55,088	6,20,382	19,311	25,105	14,202	15,174	1,32,105	1,51,071	6,400		1,14,314	1,00,149	29
41,011	41,619	4,450	12,405	1,021	1,221	44,631	54,421	...	...	51,104	57,192	30
20,471	40,423	1,282	13,235	6,134	6,122	14,306	14,550	...	...	19,128	19,204	31
93,091	98,605	1,811	5,751	6,950	6,874	48,517	19,029	...	...	79,879	82,468	32
22,157	14,551	151	915	3,000	2,155	13,869	15,617	...	...	9,236	10,247	33
18,411	19,080	413	925	2,211	2,170	8,476	9,504	...	...	9,774	10,379	34
14,420	14,093	1,143	1,254	2,885	2,645	6,306	4,491	...	...	14,512	14,081	35
24,728	42,424	481	559	...	...	8,008	8,265	...	...	24,614	25,612	36
3,262	2,716	10	19	93	7	786	449	...	...	801	709	37
1,14,408	1,12,203	2,200	4,652	7,383	6,822	31,828	17,809	...	...	73,201	67,146	38
4,34,362	4,13,130	15,084	20,731	41,598	41,150	1,77,330	1,94,012	2,778		1,74,742	1,72,543	39
2,257	694	162	286	624	624	3,311	925	...	...	1,203	2,438	40
6,16	9,681	201	65	391	1	450	155	...	...	4,485	3,887	41
12,660	15,403	123	115	43	99	583	4,466	...	...	2,064	2,345	42
67,276	35,540	...	...	...	...	...	...	...	...	1,744	2,441	43
1,08,141	1,70,916	1,263	3,019	2,908	2,171	20,226	24,484	...		24,234	1,20,831	44
628	1,750	8,082	5,225	...	...	8,103	6,832	...		1,59,102	1,11,835	45
41,00,467	42,07,893	96,229	1,45,732	2,62,099	2,51,821	8,23,086	8,54,512	20,677		122,07215	121,21,897	46

expenditure not enumerated.  
to Provident Fund.  
direct by the State.  
not furnished.  
Benson) railway, details for which are not given.

P. T. Q.

**Appendix 45.**  
Expenses under different heads.

APPEN

## Working expenses under different heads of each railway

No.	GAUGE.	CLASSIFICATION NUMBER.	Railway.	Particulars	3' 3 1/2"					
					17		18		19	
					Rohilkund and Kumaon.		Jodhpur-Bikaner.		Jaipur-Ludhiana.	
					1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.		1	General Superintendence . . . . .	Rs.	17,727	17,711	11,472	11,491	3,214	3,290
		2	Maintenance of permanent-way { Wages . . . . .	"	24,645	26,013	72,440	75,131	9,337	9,207
			Materials . . . . .	"	9,644	31,711	1,37,259	701	1,054	1,137
		3	Repairs of bridges, etc. . . . .	"	15,212	8,271	3,101	1,013	234	96
		4	Conservancy of works . . . . .	"	300	1,005	---	---	---	---
		5	Repairs of stations and buildings . . . . .	"	6,510	6,611	3,087	7,110	312	1,082
		6	TOTAL* . . . . .	"	81,015	1,01,710	2,15,142	1,10,011	14,817	17,115
Locomotive.		7	General Superintendence . . . . .	"	12,767	12,551	14,421	17,111	3,318	3,287
		8	Wages of driver and fireman, fueling, cleaning engine, etc. . . . .	"	16,001	13,827	16,760	10,013	1,203	1,117
		9	Fuel . . . . .	"	34,220	31,711	1,12,115	1,21,720	11,053	17,121
		10	Water . . . . .	"	2,401	2,111	6,708	8,111	651	715
		11	Oil, tallow and other stores . . . . .	"	411	1,011	8,817	17,117	643	173
		12	Maintenance and renewal of { Locomotive engines . . . . .	"	20,511	17,111	38,131	37,111	1,114	2,010
			Machinery . . . . .	"	1,010	311	1,087	2,771	845	315
		13	TOTAL* . . . . .	"	1,02,910	91,110	2,11,115	1,11,111	1,111	1,111
Carriage and Wagon.		14	General Superintendence . . . . .	"	5,611	1,111	3,111	3,111	211	411
		15	Repairs and renewal of { Coaching vehicles . . . . .	"	15,037	11,137	10,859	10,111	3,111	4,115
			Carts . . . . .	"	11,719	11,111	5,111	1,111	2,111	5,111
			Machinery . . . . .	"	1,111	1,111	1,111	1,111	7	73
		16	Cleaning and oiling . . . . .	"	5,111	4,111	3,111	6,111	824	611
		17	TOTAL* . . . . .	"	1,111	57,111	17,111	1,111	1,111	6,771
Traffic.		18	General Superintendence . . . . .	"	14,111	1,111	14,111	1,111	1,111	3,711
		19	Station staff . . . . .	"	26,111	1,111	1,111	1,111	3,111	3,111
		20	Train staff . . . . .	"	1,111	7,111	1,111	1,111	511	411
		21	Fuel, lighting and rental stores . . . . .	"	1,111	1,111	7,111	1,111	1,111	1,111
		22	Clothing . . . . .	"	711	1,111	311	1,111	1,111	1,111
		23	Printing, stationery and tickets . . . . .	"	6,111	1,111	1,111	1,111	611	1,111
General.		24	Charge for delivery and collection of goods . . . . .	"	---	---	---	---	111	---
		25	TOTAL* . . . . .	"	71,111	71,111	71,111	71,111	71,111	71,111
		26	Home expenditure for general administration . . . . .	"	4,111	1,111	---	---	---	---
		27	Agents' Office . . . . .	"	711	1,111	---	---	4,711	1,111
		28	Audit, accounts and pay office . . . . .	"	1,111	1,111	1,111	1,111	1,111	1,111
		29	Stores Department . . . . .	"	4,111	1,111	1,111	1,111	311	1,111
Miscellaneous.		30	Medical Department . . . . .	"	1,111	1,111	1,111	1,111	1,111	1,111
		31	Post and Miscellaneous . . . . .	"	7,111	7,111	1,111	1,111	711	411
		32	Police . . . . .	"	6,111	6,111	1,111	1,111	---	---
		33	Amusement . . . . .	"	1,111	1,111	---	---	---	---
		34	Electricity and gas . . . . .	"	1,111	1,111	1,111	1,111	1,111	1,111
		35	TOTAL* . . . . .	"	1,111	1,111	1,111	1,111	1,111	1,111
Miscellaneous.		36	Law charges . . . . .	"	511	1,111	---	---	---	---
		37	Compensation . . . . .	"	211	511	431	1,111	431	71
		38	Rates and fares . . . . .	"	911	711	---	---	---	---
		39	Payments to other lines . . . . .	"	211	---	14,091	17,111	2,130	2,140
		40	TOTAL* . . . . .	"	5,111	5,111	16,577	21,111	3,011	3,110
		41	Steamboat service . . . . .	"	---	---	---	---	---	---
			GRAND TOTAL WORKING EXPENSES . . . . .	"	1,111,111	1,111,111	1,111,111	1,111,111	1,111,111	1,111,111

\* Including all other items of expenditure not enumerated.

† Including special contribution to Provident Fund.

‡ Including Rs. 78,111 on account of the Hyderabad-Shadipalli railway.

§ Including Rs. 40,801 on account of Powayan Light railway, detailed.

## DIX 45—continued.

Appendix 45.  
Expenses under different heads.

(by systems) during each half-year of 1901—contd.

3' 31"								2' 6"		No.
20		21		23		24		25		
Bhavnagar-Gondal Junagad-Forbandar.		Southern Mahratta		South Indian.		Burma.		Morvi.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
28,141	30,990	1,33,132	1,29,259	1,23,291	1,28,356	1,24,135	1,32,892	4,247	4,189	1 2 3 4 5
60,538	60,821	1,99,028	2,10,270	1,08,481	1,18,101	3,30,392	3,23,325	11,467	11,549	
1,881	19,986	2,31,255	1,67,203	1,18,135	1,24,592	79,918	69,712	1,572	1,424	
3,568	5,879	61,311	81,238	26,791	34,181	1,24,396	72,191	3,439	477	
...	...	...	...	...	...	4,201	2,014	...	...	
6,900	9,356	47,079	67,713	23,957	29,670	55,724	75,055	343	578	6
1,31,128	1,32,613	7,51,001	7,12,002	4,20,150	4,36,786	7,09,311	7,49,511	22,777	18,503	7
17,025	17,046	97,007	97,072	68,770	69,320	95,729	101,004	1,757	3,032	8
25,084	22,009	1,72,113	1,66,844	1,57,711	1,57,952	2,07,935	2,09,121	4,182	3,794	9
77,898	62,715	2,51,648	2,33,149	3,66,389	3,70,150	5,00,018	4,00,011	34,732	20,182	10
3,491	3,437	24,361	29,307	15,927	14,900	3,04,000	41,000	580	775	11
6,105	6,182	15,144	14,032	29,000	27,625	30,140	3,00,000	1,303	631	12
30,028	34,593	1,76,379	1,76,499	1,81,323	3,61,118	1,00,000	2,13,108	15,116	13,109	13 14 15 16 17
2,293	1,871	27,346	22,895	16,507	23,022	24,775	27,072	...	...	
1,64,812	1,52,001	1,17,351	8,72,147	8,02,707	10,18,101	1,00,000	1,00,000	...	41,000	
5,356	5,435	31,092	29,100	22,821	21,000	20,000	21,000	9,000	1,769	
12,357	14,826	9,000	94,024	1,07,567	91,000	87,313	1,00,000	5,000	2,107	
9,675	1,000	1,44,000	1,29,105	8,000	1,10,000	1,40,812	1,00,000	3,000	2,901	15
1,146	915	5,000	4,000	5,681	8,000	4,000	7,000	...	...	16
4,427	4,200	1,00,000	1,00,000	26,799	26,000	3,00,000	3,00,000	1,271	911	17
31,100	3,000	2,00,000	2,70,356	2,40,114	2,00,000	3,00,000	2,00,000	8,000	7,000	18
19,108	16,000	7,000	70,333	6,000	64,000	7,000	7,000	4,000	3,700	19
48,173	42,881	1,00,000	1,79,273	1,00,000	1,00,000	3,00,000	2,00,000	8,000	8,144	20
7,606	7,241	73,378	68,399	43,450	4,000	71,000	2,00,000	1,000	1,000	21
8,104	6,000	4,000	50,345	3,000	33,000	51,000	61,000	1,000	1,000	22
1,174	2,000	5,000	11,325	4,264	100	7,000	1,00,000	288	439	23
7,346	7,000	2,00,000	29,051	43,000	35,000	44,000	30,000	2,178	2,641	24
...	...	...	...	25	45	—8	...	372	542	25
47,685	60,000	4,00,000	4,67,700	3,00,000	1,00,000	5,00,000	5,00,000	19,244	10,000	26
2,736	2,000	62,717	92,307	82,028	1,00,000	90,000	1,00,000	...	...	27
13,200	12,800	23,703	31,251	25,346	2,00,000	25,000	22,000	2,480	2,827	28
27,041	27,508	81,054	82,782	79,595	7,000	62,485	67,389	5,825	5,000	29
5,992	6,130	21,073	21,104	22,000	21,000	19,789	22,000	2,132	2,107	30
6,618	6,585	16,638	16,719	15,000	16,000	15,000	16,000	320	310	31
7,581	5,000	19,339	19,078	18,200	19,000	19,372	19,000	1,306	1,187	32
16,000	16,000	42,815	65,333	25,791	24,000	52,053	3,00,000	1,300	1,300	33
157	170	1,000	1,000	1,232	600	1,100	400	...	...	34
21,525	20,574	1,05,491	1,06,319	59,063	60,000	1,00,000	1,00,000	3,427	3,441	35
1,01,000	9,000	4,00,171	4,37,800	3,10,338	3,10,300	3,75,000	3,72,000	11,809	12,100	36
169	81	2,427	1,733	219	334	395	610	11	53	37
1,429	763	2,381	2,050	296	400	1,431	3,100	117	71	38
10	10	3,286	5,978	9,689	9,000	5,529	26,390	...	...	39
3,648	3,077	5,748	3,532	5,146	4,877	...	...	...	...	40
12,000	12,000	60,818	85,533	13,000	13,000	65,000	1,00,000	1,000	2,417	41
...	...	...	...	...	...	40,143	43,311	...	...	42
5,544,402	5,31,307	28,84,813	28,31,108	12,34,312	12,04,993	34,52,710	34,00,000	1,20,672	1,06,057	43

§ Including charge incurred direct by the State. § Including charges for maintenance and renewal of machinery.  
 details for which are included with those of the North Western State railway.  
 information for which is not available and special contribution to Provident fund.

P. T. O.

**Appendix 45.**  
Expenses under different heads.

APPEN

## Working expenses under different heads of each railway

	No.	CLASSIFICATION No. Railway Particular	2' 6"					
			26		27		28	
			Batal.		Tirakshwan-Magra.		Kanaghat-Krishnagar.	
			1st half.	2nd half	1st half.	2nd half	1st half.	2nd half
Engineering.	1	General Superintendence . . . . . Rs	2,166	2,111	...	...	...	...
	2	Maintenance of permanent way { Wares . . .	2,551	2,710	...	...	...	...
		{ Materials . . .	—4	45	...	...	...	...
	3	Repairs of bridges, etc. . . . .	1,186	—613	...	...	...	...
	4	Conservancy of river . . . . .	...	...	...	...	...	...
	5	Repairs of stations and buildings . . . . .	776	522	...	...	...	...
Locomotive.	6	TOTAL <sup>a</sup> . . . . .	6,613	4,771	4,592	4,505	6,111	5,429
	7	General Superintendence . . . . .	715	717	...	...	...	...
	8	Wages of drivers and men, fueling, cleaning engines, etc. . . . .	1,594	1,718	...	...	...	...
	9	Fuel . . . . .	1,348	1,201	...	...	...	...
	10	Water . . . . .	791	813	...	...	...	...
	11	Oil, tallow and other stores . . . . .	292	403	...	...	...	...
	12	Maintenance and { Locomotive engines . . .	3,210	2,121	...	...	...	...
		{ Machinery . . . . .	90	104	...	...	...	...
Carriage and Wagon.	13	TOTAL <sup>a</sup> . . . . .	6,692	5,353	6,225	6,220	6,111	5,271
	14	General Superintendence . . . . .	211	211	...	...	...	...
	15	Repairs and renewal of { Coaching vehicles . . .	251	471	...	...	...	...
		{ Carriage . . . . .	340	457	...	...	...	...
		{ Machinery . . . . .	21	17	...	...	...	...
Traffic.	16	Cleaning and oiling . . . . .	407	115	...	...	...	...
	17	TOTAL <sup>a</sup> . . . . .	1,172	1,003	2,011	2,000	1,111	1,000
	18	General Superintendence . . . . .	571	551	...	...	...	...
	19	Station staff . . . . .	3,111	3,111	...	...	...	...
	20	Train staff . . . . .	2,111	2,111	...	...	...	...
	21	Fuel, lighting and general stores . . . . .	71	874	...	...	...	...
	22	Clothing . . . . .	112	1	...	...	...	...
	23	Printing, stationery and ticket . . . . .	449	374	...	...	...	...
General.	24	Charges for delivery and collection of goods . . . . .	...	...	...	...	...	...
	25	TOTAL <sup>a</sup> . . . . .	6,111	5,611	7,221	7,211	10,111	10,111
	26	House expenditure for General administration . . . . .	9,187	8,111	...	...	...	...
	27	Agent's Office . . . . .	8,710	8,711	...	...	...	...
	28	Audit, account, and tally office . . . . .	2,100	1,111	...	...	...	...
	29	Stores Department . . . . .	661	1,111	...	...	...	...
	30	Medical Department . . . . .	711	717	...	...	...	...
	31	Rents and Miscellaneous . . . . .	712	411	...	...	...	...
	32	Police . . . . .	1,712	3,111	...	...	...	...
	33	Advertising . . . . .	...	...	...	...	...	...
Miscellaneous.	34	Electric telegraph . . . . .	811	877	...	...	...	...
	35	TOTAL <sup>a</sup> . . . . .	23,162	15,111	6,213	6,441	3,411	3,271
	36	Law charges . . . . .	...	11	...	...	...	...
	37	Compensation . . . . .	...	4	...	...	...	...
	38	Rate, and taxes . . . . .	344	...	...	...	...	...
	39	Payments to other lines . . . . .	706	677	...	...	...	...
	40	TOTAL <sup>a</sup> . . . . .	1,150	677	1,111	611	1,111	73
Miscellaneous.	41	Steam-boat service . . . . .	...	...	...	...	...	...
		GRAND TOTAL WORKING EXPENSES	5,1205	38,315	29,220	29,164	28,108	27,924

<sup>a</sup> Including all other items of expenditure not enumerated.

(by systems) during each half-year of 1901—concl'd.

2' 6"		2' 6"								No.	
29		30		31		32		33			
Tezpur-Bahpara. †		Durgachow-Himalayan.		Howrah-Amta.		Howrah Sheekhala.		Jowhat. †			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
...	...	14,019	13,116	...	...	...	...	...	...	1	
...	...	10,214	10,190	...	...	...	...	...	...	}	2
...	...	10,885	8,077	...	...	...	...	...	...		3
...	...	3,443	6,153	...	...	...	...	...	...		4
...	...	...	...	...	...	...	...	...	...		5
...	...	13,260	13,260	...	...	...	...	...	...		6
6,402	8,079	54,418	1,111	11,302	1,111	6,701	7,151	2,702	8,971	7	
...	...	3,232	1,175	...	...	...	...	...	...	8	
...	...	14,702	14,015	...	...	...	...	...	...	9	
...	...	21,712	20,726	...	...	...	...	...	...	10	
...	...	1,104	534	...	...	...	...	...	...	11	
...	...	2,176	2,176	...	...	...	...	...	...	}	12
...	...	22,526	16,400	...	...	...	...	...	...		13
...	...	211	211	...	...	...	...	...	...		14
7,602	7,777	2,072	1,070	...	...	7,617	1,111	32,111	1,111		15
...	...	2,072	1,070	...	...	...	...	...	...		16
...	...	5,074	1,070	...	...	...	...	...	...	}	17
...	...	1,111	1,111	...	...	...	...	...	...		18
...	...	1,111	1,111	...	...	...	...	...	...		19
...	...	2,176	1,111	...	...	...	...	...	...		20
...	...	011	...	...	...	...	...	...	...		21
...	...	797	8,077	...	...	...	...	...	...	22	
...	...	...	...	...	...	...	...	...	...	23	
8,314	8,211	11,402	2,111	...	...	11,402	1,111	7,070	1,111	24	
...	...	11,402	1,111	...	...	...	...	...	...	25	
...	...	14,074	11,111	...	...	...	...	...	...	26	
...	...	7,070	8,077	...	...	...	...	...	...	27	
...	...	...	...	...	...	...	...	...	...	28	
...	...	2,635	2,111	...	...	...	...	...	...	29	
...	...	1,111	1,111	...	...	...	...	...	...	30	
...	...	...	...	...	...	...	...	...	...	31	
...	...	211	191	...	...	...	...	...	...	32	
...	...	4,111	4,174	...	...	...	...	...	...	33	
7,470	7,211	11,111	1,111	8,123	7,163	2,077	2,111	6,070	5,716	34	
...	...	1,111	1,111	...	...	...	...	...	...	35	
...	...	15	12	...	...	...	...	...	...	36	
...	...	4,120	4,411	...	...	...	...	...	...	37	
...	...	...	...	...	...	...	...	...	...	38	
513	101	7,211	7,070	4,111	4,111	1,111	1,111	285	317	39	
...	...	...	...	...	...	...	...	...	...	40	
33,040	33,040	2,411,811	2,411,811	7,111	6,711	21,111	21,111	52,721	34,137	41	

† Details not furnished.

‡ Including special contribution to Provident Fund.

# Appendix 46. Analysis.

## APPEN

### Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class No.	5' 6"									
			1	2(a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b)
			East Indian	Eastern Bengal	Bengal Central.	Bengal Nagpur.	Rasipur Dhamrai (2' 6")	Oudh and Rohilkhand.	North Western. †	Great Indian Peninsula	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
	DESCRIPTION OF RAILWAY WORKED.											
1	Gauge of railway . . . . .	...	5' 6"	5' 6"	5' 6"	5' 6"	2' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"
2	Mileage worked . . . . Miles	...	2,135'72	2,880	1,388'89	1,557'01	56'24	1,133'60	2,752'43	2,692'30	824'26	354'70
3	Number of stations . . . No.	...	336	70	27	196	8	156	508	374	132	45
4	Total length of the following gradients—											
	(a) 1% and less . . . Miles	...	1'58	...	...	...	...	...	71'12	19'31	...	...
	(b) 1½ to 2% . . . . "	...	15'29	...	...	0'91	...	25'30	84'97	9'11	1'12	...
	(c) 2½ to 3% . . . . "	...	29'00	...	...	30'11	...	96'41	165'93	73'29	0'50	79'19
	(d) 3½ to 4% . . . . "	...	167'03	...	...	460'19	18'60	919'15	135'55	877'71	167'86	110'99
	(e) 4½ to 5% . . . . "	...	121'49	2'45	...	136'97	1'95	922'56	125'73	308'78	47'98	18'22
5	Steepest gradient worked—											
	(a) Inclination . . . . .	...	3½	4½	4½	2½	2½	3½	4½	3½	...	4½
	(b) Length . . . . Miles	...	3'98	2'15	...	0'40	2'41	2'25	6'32	5'25	...	2'52
	FINANCIAL RESULTS.	Calendar year 1901 by half-year										
6	Percentage of net earnings (including steam-boat traffic for each half-year on capital outlay . . . per cent)	1st half and "	5'07 4'76	2'20 4'11	2'21 2'76	1'51 1'18	1'76 —0'27	3'11 2'41	2'00 2'10	2'47 2'31	4'21 2'21	5'31 5'08
7	Percentage of net earnings for each half-year on paid up capital . . . . .	1st half and "	...	...	2'21 2'77	1'79 1'13	1'76 —0'27	...	...	5'17 5'10	3'79 2'20	5'28 5'25
	OUTLAY, EARNINGS AND EXPENSES											
	(Exclusion of Steam-boat Service)											
8	Capital outlay per mile open . . . £	1st half and "	2,21,154 2,24,505	1,10,011 1,10,011	1,40,500 1,40,500	1,27'177 1,27,011	24,100 24,357	1,12,001 1,13,000	1,40,043 1,42,047	1,04,129 1,04,347	1,90,021 1,91,112	1,25,154 1,25,549
9	Total earnings per mile open per week . . . . .	1st half and "	6'6 6'6	5'5 5'5	170 210	174 148	33 15	2'4 2'4	2'12 2'15	4'9 3'11	5'07 3'10	2'51 2'20
10	Total working expenses per mile open per week . . . . .	1st half and "	2'8 2'2	3'1 3'1	100 111	84 89	17 16	102 107	120 116	1'0 1'5	1'00 1'76	93 76
11	Total earnings per train-mile . . .	1st half and "	4'1 4'1	4'22 4'12	5'11 3'01	5'12 3'15	1'11 0'90	3'49 3'12	3'78 3'71	4'39 3'14	6'76 5'37	4'46 4'37
12	Total working expenses per train-mile . . . . .	1st half and "	1'50 1'54	2'15 2'2	2'20 1'91	1'80 1'64	0'18 1'04	1'40 1'53	1'45 1'64	1'81 2'00	2'65 2'79	1'64 1'47
13	Net earnings per train-mile . . .	1st half and "	2'87 2'74	1'77 2'05	1'73 1'70	2'02 1'31	0'15 —0'14	2'09 1'59	1'81 1'67	2'58 1'50	4'11 2'58	2'82 2'80
14	Cost per 1,000 gross ton miles moved (freight and dead-weight) . . . . .	1st half and "	3'0 3'2	7'11 6'15	5'12 5'78	5'18 5'12	0'17 1'16	4'15 4'60	5'16 5'20	4'06 6'34	6'13 7'55	5'98 3'68
15	Percentage of total working expenses on total earnings . . . per cent	1st half and "	33'11 33'21	57'01 49'10	55'98 54'81	47'11 39'03	51'42 114'94	42'57 40'93	51'70 49'53	41'22 56'15	70'25 51'89	36'46 34'36
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . . . .	1st half and "	12'59 33'15	58'75 45'00	55'72 52'72	48'65 58'00	50'87 110'46	40'09 47'36	50'01 47'76	40'11 57'05	38'37 50'63	35'10 33'22
17	(Inclusion of Steam-boat Service) Percentage of total working expenses on total earnings (including details, see items 123—29 Per cent)	1st half and "	14'11 30'09	57'09 49'11	55'98 54'81	47'11 39'03	51'42 112'91	42'17 48'13	51'78 49'51	41'22 58'15	39'25 51'89	36'68 34'36

\* 5' 6" gauge

† Includes Nowshera-Durgai

‡ Great Indian Peninsula railway only; Indian Midland

§ Indian Midland

|| Great Indian Peninsula railway only; Indian Midland

¶ Nizam's railway

\*\* Calculated on the mileage, excluding the duck estates and quarry lines constructed and maintained by

## DIX 46.

Appendix 46.  
Analysis.

(by systems) during each half-year of 1901.

prepared by the railways not shown.

3' 31"															Calendar No.	Serial number.
11 (a) to (c)	12 (b) to (d)	13	14	15 (e) & (f)	16 (g) to (h)	17	18	19	20	21 (i)	22	23	24	Calendar year 1901.		
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Likhaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Forbandar.	Hyderabad-Gudavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901.			
5' 6"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	...	1	
1,362'93	698'91	580'07	1,260'82	214'57	1,807'10	738'27	67'31	455'18	391'42	1,395'00	1,110'21	1,177'71	...	2		
272	110	85	22	47	71	7	64	42	218	182	180	...	...	3		
...	0'37	...	...	...	3'41	...	...	...	...	...	...	51'70	...	...		
22'84	0'64	1'26	...	6'41	11'23	...	...	0'07	...	48'37	...	27'23	...	...		
49'42	2'12	6'97	10'24	7'29	1'11	...	1'10	0'34	...	524'80	119'30	43'30	...	4		
270'68	18'57	80'86	5'11	4'40	30'30	150'22	30'75	121'23	221'73	246'59	207'51	147'83	...	...		
153'53	13'34	26'11	4'05	5'81	149'81	57'11	6'98	63'90	13'55	93'71	82'48	101'41	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	5		
0'80	0'7	0'5	3'1	3'10	2'31	0'46	0'17	5'41	2'94	7'12	9'1	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	6		
2'21	2'43	0'19	1'15	5'7	6'37	1'11	2'44	2'51	2'40	1'22	3'61	2'06	...	...		
1'54	3'6	0'27	...	4'1	1'1	1'2	4'18	1'0	1'1	0'64	3'42	1'1	...	...		
2'21	...	...	...	...	...	...	...	...	2'10	...	...	2'12	...	...		
1'50	...	...	...	...	...	...	...	...	1'24	...	...	1'1	...	...		
1,35,080	81,000	1,16,046	70,140	41,609	75,775	2,111	20,918	20,918	59,464	70,200	60,413	87,927	1st half	...		
1,37,323	82,144	1,17,102	71,131	41,719	77,001	2,111	21,037	21,037	60,075	70,446	60,413	88,110	2nd "	...		
211	178	72	155	111	3'6	52	60	61	107	107	179	223	1st half	...		
220	202	64	112	100	3'1	62	60	65	92	86	156	171	2nd "	...		
115	88	54	62	51	137	34	37	46	49	70	80	110	1st half	...		
118	80	55	61	51	137	23	35	44	50	65	80	111	2nd "	...		
3'51	2'45	3'41	2'31	3'15	1'27	2'40	4'42	4'01	2'91	2'64	3'15	3'61	1st half	...		
3'43	3'15	3'41	2'39	3'13	1'50	2'77	4'13	3'11	2'51	2'7	3'17	3'61	2nd "	...		
1'71	1'44	2'08	1'18	1'22	1'6	1'64	2'56	1'67	1'7	1'11	1'40	1'67	1st half	...		
1'70	1'17	2'00	1'19	1'31	1'0	1'31	2'40	2'17	1'11	1'0	1'34	1'67	2nd "	...		
1'81	1'49	0'53	1'70	1'01	2'30	0'55	1'61	2'01	1'14	0'53	1'13	1'74	1st half	...		
1'63	1'15	0'51	1'10	1'14	1'50	1'41	1'73	1'02	0'1	0'54	1'13	1'05	2nd "	...		
5'60	7'74	11'75	5'11	7'00	6'58	0'11	11'40	10'8	5'80	6'16	7'77	9'11	1st half	...		
5'55	8'10	11'00	5'01	6'57	6'10	0'11	11'01	10'92	5'40	6'08	7'23	8'07	2nd half	...		
49'05	40'00	75'54	40'15	38'81	4'110	66'05	57'22	49'15	45'25	64'71	44'71	51'80	1st half	...		
52'41	43'57	81'23	40'17	38'92	4'100	47'17	56'00	66'11	64'5	77'30	48'02	64'13	2nd "	...		
40'85	46'12	75'21	38'81	37'02	41'48	65'14	57'14	48'67	44'00	63'39	44'22	50'01	1st half	...		
51'29	41'61	81'55	41'77	34'21	50'01	41'06	57'08	67'11	65'17	70'46	47'52	63'11	2nd "	...		
49'05	51'24	75'58	40'41	31'11	42'10	66'05	57'11	49'15	45'25	64'76	44'70	52'52	1st half	...		
52'41	40'14	81'76	40'10	32'46	50'95	47'17	56'00	65'11	64'4	77'30	48'02	67'13	2nd "	...		

only.

(2' 6" gauge) railway for 1st half only.

railway for 1st and 2nd halves 1'72 and 1'35 respectively

railway only.

railway for 1st and 2nd halves 1,27,582 and 1,30,252 respectively

only.

the Native States as separate undertakings from the Bhavnagar-Gondal-Junagad-Forbandar railway.

P. T. O.



# Appendix 46. Analysis.

## APPEN

### Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE Class : No.  Calendar year 1911 by half- years	5' 6"									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) and (b)
			East Indmn.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur.	Rajpur- Dham- tari (2' 6")	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Cen- tral India.	The Nizam's Guaran- teed State.
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.												
18	Total working expenses for both coaching and goods traffic* in thousands of Rs. . . . .	1st half 2nd "	1,22,04 1,24,59	20,01 23,34	2,12 3,07	31,20 33,68	25 26	25,04 26,14	1,14,02 1,03,47	1,23,23 1,20,03	40,20 36,27	7,87 6,34
Proportions, dividing expendi- ture in ratio of gross ton- mileage (freight and dead load)—												
19	Coaching in thousands of Rs. . . . .	1st half 2nd "	28,70 33,37	8,98 8,03	1,40 1,35	11,21 14,39	7 13	9,96 11,73	31,10 34,65	32,04 42,57	13,06 11,46	1,57 1,45
20	Goods in thousands of Rs. . . . .	1st half 2nd "	93,34 91,22	11,13 15,31	72 2,32	20,39 19,29	18 13	15,08 14,41	20,72 74,82	90,99 77,46	27,14 24,81	6,30 4,89
COACHING TRAFFIC.												
Gross receipts and train-mileage (in thousands)—												
21	Receipts from coaching traffic . . . .	1st half 2nd "	1,48,18 1,40,07	16,61 15,43	1,90 3,85	20,20 20,31	17 13	27,51 29,84	70,62 70,05	66,11 63,30	31,27 27,11	4,86 4,49
22	Coaching train-miles run . . . . .	1st half 2nd "	3,047 3,000	532 553	107 88	814 971	12 14	1,043 1,127	2,472 2,769	2,704 2,621	1,19 1,03	131 130
23	Average coaching receipts per train-mile . . . . .	1st half 2nd "	3' 55 3' 74	3' 12 2' 77	3' 61 4' 46	2' 50 2' 13	1' 43 0' 50	2' 61 2' 65	2' 86 2' 82	2' 17 2' 14	3' 82 3' 20	3' 48 3' 30
UNITS AND UNIT-MILEAGE—												
Number of units carried one mile (in thousands)—												
24	1st class . . . . . Unit-miles	1st half 2nd "	4,083 4,353	747 744	31 43	704 635	2 1	1,228 1,104	3,710 3,377	5,323 4,112	1,812 1,500	310 306
25	2nd " " " " " "	1st half 2nd "	12,020 14,938	1,704 1,939	277 328	2,201 2,203	3 8	4,195 4,715	11,217 11,228	24,000 24,701	12,169 9,307	1,887 1,400
26	3rd or intermediate class " " "	1st half 2nd "	44,213 47,738	6,753 10,344	1,466 1,295	5,022 5,390	15 20	10,778 12,006	36,635 37,010	34,617 34,770	25,002 21,771	2,481 2,734
27	4th or lowest " " " "	1st half 2nd "	61,701 68,400	100,004 82,766	20,717 20,200	20,042 20,171	1,117 1,117	16,513 17,500	43,545 48,626	37,045 33,500	16,386 14,301	127,250 125,667
28	Total passenger unit-mileage "	1st half 2nd "	678,107 751,245	111,150 95,773	22,000 21,201	21,780 21,670	1,457 1,149	181,704 193,354	408,216 534,171	441,184 410,110	208,450 176,931	34,323 32,907
29	Other coaching traffic . 700-miles	1st half 2nd "	8,505 11,431	773 730	147 131	1,004 1,235	5 5	1,290 1,514	4,708 6,107	7,036 10,200	2,594 2,274	307 232
Average sum received for carrying a unit one mile—												
30	1st class . . . . . Pies	1st half 2nd "	14' 61 14' 63	14' 13 13' 68	14' 31 15' 12	15' 01 14' 21	16' 94 17' 17	11' 40 11' 42	10' 15 10' 61	10' 09 10' 29	9' 76 10' 10	14' 64 12' 38
31	2nd " " " " " "	1st half 2nd "	6' 26 6' 06	6' 87 6' 48	7' 54 7' 23	6' 05 5' 40	6' 10 7' 50	5' 25 5' 23	4' 31 4' 53	4' 30 4' 41	4' 62 5' 01	4' 42 4' 22
32	3rd or intermediate class " " "	1st half 2nd "	3' 26 3' 27	3' 08 3' 02	3' 52 3' 45	3' 17 3' 21	3' 00 3' 01	3' 08 3' 03	3' 01 3' 01	3' 20 3' 19	2' 59 2' 59	3' 50 3' 50
33	4th or lowest " " " "	1st half 2nd "	2' 45 2' 43	2' 26 2' 49	3' 00 3' 00	2' 25 2' 31	2' 00 2' 00	2' 46 2' 48	2' 27 2' 27	2' 05 2' 14	2' 27 2' 29	2' 00 2' 00
34	Average for all classes . . . . .	1st half 2nd "	2' 67 2' 62	2' 46 2' 71	3' 10 3' 11	2' 37 2' 43	2' 04 2' 05	2' 62 2' 65	2' 48 2' 42	2' 46 2' 40	2' 56 2' 59	2' 32 2' 29
35	Other coaching traffic per ton- mile . . . . .	1st half 2nd "	29' 68 29' 35	49' 90 49' 77	30' 79 41' 33	41' 09 37' 10	31' 36 30' 46	40' 29 40' 15	33' 78 33' 67	33' 63 36' 75	30' 02 29' 18	33' 06 40' 20

\* Excluding steam-boat expenses, and after deducting telegraph  
† For "freight" passenger units (items 24 to 27) have been  
First class passenger with free luggage  
Second " " " "  
Third or fourth class passenger with free luggage  
Plus the ton-mileage of other coaching trains.  
‡ Third class by mail train  
§ Third class by other than mail train.

Appendix 46.  
Analysis.

DIX 46—continued.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

5' 31"													Garra.	Class No.	Serial number.
11 (a) & (c)	12 (b) to (d)	14	16	17 (a) & (b)	19 (g) to (j)	18	19	20	10 (c)	21	23	24	Calendar year 1901 by half-years.		
Madras.	Eastern Bengal.	Arcot-Bengal.	Bengal and North-Western.	Rohilkund and Kunnon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Malipur-Chitor.	Bharu-nagar-Gondal-Jundagad-Porbandar.	Hyderabad-Gudavari-Valley.	Southern Mahratta.	South Indian.	Burma.			
38,98 38,78	15,56 15,73	7,80 8,03	18,45 18,45	3,76 4,10	62,15 59,20	5,91 5,33	61 61	5,26 5,11	4,07 5,46	28,08 27,48	21,86 24,16	31,70 33,14	1st half 2nd "	18	
11,00 11,45	5,66 5,58	3,15 3,75	7,03 6,12	1,12 1,73	11,60 13,25	2,46 2,26	35 34	2,66 3,05	1,73 2,61	9 62 10,70	11,16 11,71	11,30 11,61	1st half 2nd "	19	
27,08 27,33	9,00 10,14	4,45 4,28	11,42 9,97	2,44 2,37	51,86 41,11	3,43 3,05	29 27	2,61 2,06	2,70 2,85	18,46 11,78	10,71 12,45	27,00 20,55	1st half 2nd "	20	
31,11 30,54	14,12 13,75	6,32 5,17	10,15 20,11	4,07 3,70	36,98 37,70	3,61 4,20	57 51	5,78 4,30	3,07 3,48	16,49 14,45	27,13 27,47	20,47 24,18	1st half 2nd "	21	
1,062 1,033	4,05 5,16	111 106	812 1,017	136 143	1,061 1,011	162 150	14 14	156 157	136 151	6,71 6,5	812 800	643 644	1st half 2nd "	22	
2 91 2,06	3,74 2,07	4,74 3,12	2,11 2,21	2 40 2,63	3,48 1 12	2,41 2 51	1 88 3 50	3 71 2,06	2 91 2,40	2,46 2 11	3,11 1 17	4,40 3,51	1st half 2nd "	23	
2,147 1,805	417 405	125 141	394 399	125 164	975 811	71 170	14 14	182 136	168 203	7,76 770	764 731	884 851	1st half 2nd "	24	
6,065 7,256	1,424 1,535	268 311	819 833	721 891	4,096 1,600	561 711	36 30	1,166 854	1,135 1,205	2,709 2,414	2,695 3,434	4,318 3,307	1st half 2nd "	25	
914 873	5,451 5,785	119 124	2,125 2,011	273 290	10,197 9,211	...	68 62	1,105 987	...	...	...	...	1st half 2nd "	26	
202,078 203,807	15,000 11,770	36,053 29,035	161,872 121,313	27,109 23,276	2,81,840 2,01,630	30,111 37,685	4,317 4,061	32,714 27,334	31,472 29,427	126,059 107,115	289,515 232,591	164,325 132,777	1st half 2nd "	27	
211,804 215,740	92,763 87,511	37,415 29,813	162,414 125,126	28,187 24,621	2,97,207 2,04,947	31,575 36,769	4,455 4,176	34,167 29,311	32,745 31,835	130,444 110,297	292,887 236,300	169,577 137,002	1st half 2nd "	28	
2,181 1,791	552 520	146 170	523 500	146 130	2,515 2,441	241 225	21 19	160 139	174 108	890 544	604 572	709 606	1st half 2nd "	29	
11 91 12 91	13 87 13 70	15 22 15 09	12 81 12 58	25 91 20 90	13 27 13 25	17 14 13 62	16 09 18 00	11 21 11 28	11 38 10 39	11 24 11 30	11 46 11 39	14 50 15 02	1st half 2nd "	30	
5 39 4 39	6 58 5 44	7 66 7 74	6 00 5 79	8 41 7 28	5 44 6 18	6 00 5 59	9 00 9 00	5 51 5 01	4 76 4 30	5 12 5 04	5 11 4 50	6 26 6 06	1st half 2nd "	31	
4 40 4 50	2 76 3 07	4 51 4 50	1 14 3 05	4 10 4 08	2 08 2 38	...	3 00 3 00	4 00 4 00	...	...	...	...	1st half 2nd "	32	
2 23 2 22	2 50 2 50	3 00 3 00	2 00 2 00	2 18 2 21	2 00 2 00	2 00 2 05	1 00 2 00	2 75 2 75	2 00 2 00	2 00 2 04	2 05 2 03	3 11 3 15	1st half 2nd "	33	
2 44 2 30	2 63 2 05	3 01 3 11	2 05 2 05	2 47 2 51	2 12 2 11	2 11 2 18	2 11 2 13	2 02 2 02	2 15 2 14	2 14 2 17	2 12 2 10	3 18 3 22	1st half 2nd "	34	
37 04 39 91	40 36 31 46	47 43 41 58	41 61 39 30	58 30 67 51	30 22 29 24	32 56 38 30	33 82 32 10	47 81 47 76	44 34 33 67	44 72 44 08	46 18 31 73	38 76 35 42	1st half 2nd "	35	

andundry receipt, and leaving only the balance of payments to other lines for mileage, etc.  
converted into tons at the following rates, viz. —  
0 to 100.  
0 08  
0 06

# Appendix 46. Analysis.

APPEN

## Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	CLASS No.	1901									
			by half-years									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	Rajput-Dham-tari (J'no)	Oodh and Rohil-khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
<b>LOADING TRAFFIC—contd.</b>												
<b>UNITS AND UNIT-MILEAGE—contd.</b>												
Average number of units in a train—												
36	1st class . . .	No.	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
37	2nd " . . .	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
38	3rd or intermediate class	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
39	4th or lowest " "	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
40	Total passenger units	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
41	Other coaching traffic	Tons	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
<b>VEHICLES AND VEHICLE-MILEAGE—</b>												
Number of coaching vehicles (in thousands) hauled one mile—												
42	1st class . . .	Vehicle-miles	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
43	2nd " . . .	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
44	3rd or intermediate class	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
45	4th or lowest " "	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
46	Other vehicles	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
47	Brake-vans	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
48	Total	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
Average number of vehicles in a coaching train—												
49	1st class . . .	No.	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
50	2nd " . . .	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
51	3rd or intermediate class	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
52	4th or lowest " "	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
53	Other vehicles	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
54	Brake-vans	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
55	Total	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
Average number of vehicles per coaching vehicle per mile—												
56	1st class . . .	Per	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
57	2nd " . . .	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
58	3rd or intermediate class	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
59	4th or lowest " "	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "
60	Other vehicles	"	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "	1st half 2nd "

\* Third class by mail trains.

† Third class by other than mail trains.

## DIX 46—contd.

Appendix 46.  
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 1'														Gross. Class No.	Calendar year 1901 by half- years.	Serial number.
(a) & (c)	(b) to (d)	14	16	17 (e) & (f)	9 to (g) (h)	18	19	20	10 (i)	21	21	24				
Madras.	Railways Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- khand and Kumaon	Raj- putana- Malwa	Jal- pur- Bikaner	Udampur- Chitaur.	Thav- nagar- Central- Jabalpur- Punjab- Delhi.	Hyder- abad- Cudda- pore- Valley.	Southern Maharashtra.	South India.	Barma.	Class No.			
2'02 1'75	0'90 0'79	0'93 0'85	0'49 0'31	0'91 1'14	0'92 0'77	0'41 0'39	0'65 0'61	1'17 0'87	1'13 1'31	1'16 1'12	0'89 0'81	1'31 1'11	1st half 2nd "	36		
6'26 7'02	3'06 3'40	2'00 1'80	1'01 0'92	5'31 6'23	3'86 3'31	3'4 1'75	2'12 2'14	7'44 5'45	8'12 7'80	4'04 3'72	3'08 4'02	6'53 4'41	1st half 2nd "	37		
0'86 0'85	12'60 11'22	0'95 0'75	2'95 2'15	2'01 2'03	0'74 0'01	—	4'92 4'44	7'10 6'30	—	—	—	—	1st half 2nd "	38		
100'31 109'18	181'10 158'73	275'06 175'01	204'10 190'14	107'02 102'51	265'76 202'29	100'77 100'52	315'16 290'77	210'00 174'53	570'31 1'00'74	180'31 1'00'31	257'40 205'03	217'62 191'90	1st half 2nd "	39		
100'47 208'80	1'09'66 173'00	278'06 175'00	208'75 201'01	207'25 172'30	280'27 204'17	101'08 204'17	331'68 295'60	225'70 187'15	240'03 207'01	104'51 100'00	261'27 203'01	204'47 200'13	1st half 2nd "	40		
2'00 1'73	1'19 1'02	1'09 1'02	0'64 0'11	1'07 0'91	2'41 2'21	1'55 1'11	1'54 1'17	1'08 0'19	0'05 0'70	1'14 1'23	0'04 0'00	1'05 1'15	1st half 2nd "	41		
1,350 1,300	580 610	211 211	1,415 1,111	204 211	1,671 1,498	191 241	17 17	311 304	201 310	91 812	107 105	1,216 1,201	1st half 2nd "	42		
1,455 1,442	640 621	210 273	1,251 1,111	171 200	1,604 1,217	221 200	17 10	411 410	305 313	601 514	1,111 1,105	1,004 1,007	1st half 2nd "	43		
410 275	1,199 1,012	121 191	1,201 1,111	101 101	834 1,111	— —	26 27	242 230	—	—	—	—	1st half 2nd "	44		
9,551 8,551	5,076 5,011	2,077 2,011	12,022 12,011	1,012 1,011	17,002 1,100	1,000 —	242 23	1,001 1,045	1,045 1,001	5,001 5,001	1,001 1,001	10,001 10,001	1st half 2nd "	45		
1,555 1,140	705 627	408 230	204 211	16 105	1,001 1,011	160 415	3 4	197 110	172 147	16 514	2,162 2,051	5,001 6,001	1st half 2nd "	46		
— —	184 531	100 231	1,471 1,011	257 200	5,145 —	402 530	40 51	411 402	203 201	1,200 1,001	2 1	91 1,001	1st half 2nd "	47		
11,401 13,401	5,554 8,575	3,001 3,001	17,001 1,001	2,100 2,100	25,001 2,001	3,001 6,750	354 361	3,400 3,001	2,500 2,500	12,001 11,001	15,001 10,001	15,001 15,001	1st half 2nd "	48		
1'31 1'20	1'25 1'10	1'11 1'25	1'10 1'01	1'10 1'30	1'15 1'20	1'10 1'10	1'20 1'22	2'00 1'04	1'01 2'01	1'20 1'21	1'00 1'11	1'10 1'10	1st half 2nd "	49		
1'40 1'40	1'10 1'20	1'10 1'14	1'10 1'10	1'10 1'10	1'10 1'10	1'10 1'10	1'10 1'10	1'10 1'10	1'10 1'10	1'10 1'10	1'10 1'10	1'10 1'10	1st half 2nd "	50		
0'30 0'27	2'45 2'01	0'01 1'17	1'10 1'10	0'01 0'01	0'01 0'01	—	1'10 1'10	1'10 1'10	—	—	—	—	1st half 2nd "	51		
5'07 8'50	10'58 10'10	15'40 12'23	11'10 11'21	11'05 11'21	17'00 10'10	12'05 12'00	17'02 15'01	12'09 11'78	5'40 9'20	12'51 11'72	10'14 11'00	15'05 1'10	1st half 2nd "	52		
1'40 1'10	1'21 1'35	1'01 1'44	0'01 0'01	0'01 0'01	1'21 1'00	1'01 1'20	0'21 0'27	0'12 0'14	0'01 0'01	0'01 1'25	—	0'01 0'01	1st half 2nd "	53		
— —	1'04 1'03	1'41 1'41	1'10 1'10	1'10 1'10	2'01 2'01	2'01 2'01	3'05 2'07	2'04 2'07	0'01 2'01	1'00 1'53	0'01 0'01	1'00 1'10	1st half 2nd "	54		
12'72 12'62	19'49 17'21	21'07 10'01	21'57 21'11	17'01 17'54	24'16 24'11	15'10 10'10	27'71 41'10	21'88 21'28	0'20 16'77	18'14 17'03	19'15 12'01	22'88 22'15	1st half 2nd "	55		
18'41 17'40	9'00 9'02	8'01 7'31	3'55 3'10	15'80 20'28	7'71 6'10	6'20 9'01	14'15 14'41	8'55 5'05	7'00 6'17	10'84 10'45	9'11 8'43	10'10 10'10	1st half 2nd "	56		
22'57 22'10	17'16 14'30	0'01 8'55	3'81 3'51	24'67 32'45	14'41 1'10	14'00 10'30	10'15 18'02	14'84 11'70	17'70 16'10	15'00 13'60	13'08 14'00	10'10 11'00	1st half 2nd "	57		
10'03 14'30	14'14 10'35	4'31 2'04	5'00 5'57	10'40 11'51	3'80 3'10	—	7'00 6'05	18'24 15'41	—	—	—	—	1st half 2nd "	58		
38'70 31'30	42'07 38'20	53'08 42'05	27'00 27'01	3'70 32'01	31'01 31'01	21'42 31'11	35'05 30'40	40'82 40'74	40'07 40'33	20'07 27'10	37'00 37'02	40'70 35'11	1st half 2nd "	59		
31'78 61'27	27'02 34'01	16'07 29'71	77'46 61'30	60'18 61'20	40'22 67'04	49'40 35'03	29'14 105'46	63'51 57'29	34'44 50'02	30'70 44'12	12'77 10'13	30'43 42'30	1st half 2nd "	60		

# Appendix 46. Analysis.

## APPENDIX Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	CLASS No.	5' 6".									
			1	2 (1)	3	4 (1)	5 (1)	6	7	(8) (a) to (f)	9 (a) to (f)	10 (a) to (b)
			East Indian	Eastern Bengal	Bengal Central	Bengal Nagpur	Rajput- Lithamari (2 6 1)	Oudh and Rohilkhand	North Western	Great Indian Peninsula	Bombay, Baroda and Central India	The Nizam's Guaranteed State.
<b>COACHING TRAFFIC—<i>ton and</i> VEHICLES AND VEHICLE-MILEAGE—<i>ton and</i> Carrying capacity hauled one mile (excluding brakes) (in thousands)</b>												
61	1st class	1st half and "	64,717 1,07,499	12,712 1,07,499	2,096 1,07,499	15,056 1,07,499	37 1,07,499	27,424 3,734	47,962 3,734	55,177 3,734	20,084 3,734	4,651 4,800
62	2nd "	1st half and "	91,879 1,02,557	11,754 1,02,557	11,010 1,02,557	21,872 1,02,557	37 1,02,557	32,014 34,476	61,461 67,321	145,064 148,475	71,363 71,712	5,611 7,213
63	3rd or intermediate class	1st half and "	107,359 2,51,151	67,416 61,875	10,147 8,077	31,674 34,141	— 34,141	58,077 54,071	110,662 130,575	141,231 153,711	53,094 54,616	8,834 8,834
64	4th or lowest class	1st half and "	1,60,100 1,60,100	211,918 211,918	51,775 4,112	1,05,180 545,221	4,212 4,212	453,057 471,571	1,100,487 1,311,004	1,171,412 1,311,004	1,171,412 1,311,004	8,142 8,142
65	Other vehicles	1st half and "	41,556 37,000	1,047 1,047	4,220 11,111	8,104 10,117	2 5	15,745 1,000	1,012 34,565	21,164 21,164	7,480 7,480	4,745 5,163
<b>Percentage of freight upon capacity hauled—</b>												
66	1st class	1st half and "	6.41 6.47	5.71 5.71	1.91 2.26	4.73 5.71	4.73 2.61	4.61 4.44	7.85 6.55	9.38 10.44	8.61 7.11	6.67 6.30
67	2nd "	1st half and "	11.17 11.17	11.36 11.36	8.1 11.36	10.57 13.4	5.12 4.61	11.07 13.40	15.15 10.66	16.59 10.66	17.51 11.21	31.61 24.96
68	3rd or intermediate class	1st half and "	21.30 21.31	14.42 10.09	10.71 11.36	15.71 15.61	— 15.61	15.57 21.24	30.61 20.92	29.95 20.54	46.11 39.36	— —
69	4th or lowest intermediate class	1st half and "	76.41 31.1	44.97 34.17	78.01 42.21	42.20 37.08	44.71 27.20	66.61 17.17	36.46 17.17	44.41 17.17	44.77 36.12	37.43 35.44
70	Other vehicles	1st half and "	1.4 1.4	0.00 7.7	1.09 1.61	12.65 12.64	3.516 0.01	8.13 1.50	11.11 15.57	10.37 2.92	12.02 2.05	8.16 4.47
<b>WEIGHT OF TRAIN AND TON- MILEAGE. Gross ton-milage of all coaching trains (in thousands)</b>												
71	Freight	1st half and "	1,173 1,173	7,777 1,173	1,173 1,173	1,173 1,173	0 1,173	1,173 1,173	1,173 1,173	1,173 1,173	1,173 1,173	2,407 2,407
72	Dead weight	1st half and "	61,118 61,118	117,117 117,117	21,117 21,117	21,117 21,117	577 577	21,117 21,117	577 577	61,117 61,117	117,117 117,117	11,117 11,117
73	Total	1st half and "	7,117 7,117	12,117 12,117	2,117 2,117	1,173 2,117	0 2,117	2,117 2,117	2,117 2,117	2,117 2,117	2,117 2,117	2,407 2,407
<b>Average weight of a coaching train—</b>												
74	Freight	1st half and "	11.4 11.4	11.4 11.4	11.4 11.4	11.4 11.4	11.4 11.4	11.4 11.4	11.4 11.4	11.4 11.4	11.4 11.4	11.4 11.4
75	Dead weight	1st half and "	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4
76	Total	1st half and "	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4
<b>COST OF WORKING—<i>Rs.</i> Average cost of hauling a coach- ing train one mile</b>												
77	Freight	1st half and "	0.01 0.01	0.07 0.07	1.31 1.51	1.31 1.31	0.00 0.00	0.00 0.00	1.35 1.25	1.22 1.21	1.56 1.50	1.16 1.07
78	Average cost of hauling a coach- ing vehicle with its load one mile	1st half and "	12.0 12.0	12.0 12.0	10.0 10.0	10.0 10.0	10.0 10.0	10.0 10.0	10.0 10.0	10.0 10.0	10.0 10.0	10.0 10.0
<b>Average cost of hauling a coach- ing train one mile—</b>												
79	Per passenger mile	1st half and "	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01
80	Per ton-mile	1st half and "	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.01 0.01
81	Average profit on working a coaching train one mile	1st half and "	1.1 1.1	1.1 1.1	2.0 2.0	2.0 2.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0
82	Average profit on working a coach- ing vehicle one mile	1st half and "	1.1 1.1	1.1 1.1	2.0 2.0	2.0 2.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0
83	1st class	1st half and "	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0
84	2nd "	1st half and "	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0
85	3rd or intermediate class	1st half and "	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0
86	4th or lowest intermediate class	1st half and "	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0
87	Other vehicles	1st half and "	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0

\* Third class by mail trains.

† Third class by other than mail trains.

## DIX 46—contd.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3 32"														Garra	Serial number.
11 (a) to (c)	12 (b) to (d)	13	14	15 (e) to (f)	16 (g) to (h)	17	18	19	20	21 (i)	22	23	24	Class No.	
Madras.	Eastern Bengal.	Azam-Bengal.	Bengal and North-Western	Kohli-kund and Kumaon	Rajputana-Malwa.	Jodhpur-Sikhar.	Udhar-Chitor.	Bhav-nagar-Gumti-Junagadh-Portland.	Hydrabad-Godavari Valley.	Southern Malabar.	South Indian.	Burma.	1st half year 1901	2nd half year 1901	Serial number.
16,900 15,900	7,305 7,400	1,074 2,430	13,471 13,850	2,444 2,003	17,503 17,791	2,285 2,100	205 218	3,116 3,222	5,740 5,490	6,060 6,070	8,721 8,218	6,053 6,000	1st half 2nd "	1st half 2nd "	61
20,912 27,024	6,470 7,207	3,276 4,231	14,960 20,780	1,586 2,190	16,905 19,401	2,110 1,204	200 511	5,814 5,220	7,001 7,321	11,111 11,077	18,511 14,000	1,205 1,201	1st half 2nd "	1st half 2nd "	62
18,041 12,001	21,022 16,790	2,494 4,311	27,756 31,122	2,171 2,331	20,990 21,012	...	6,6 647	3,470 3,490	...	...	...	...	1st half 2nd "	1st half 2nd "	63
44,702 47,730	13,884 1,05,380	72,681 74,714	157,802 37,079	54,400 51,900	57,710 58,600	6,100 5,100	1,104 6,300	57,808 5,100	7,167 7,113	27,011 2,111	30,148 3,014	11,241 11,275	1st half 2nd "	1st half 2nd "	64
7,142 4,800	4,000 3,045	2,310 738	784 730	400 572	8,415 6,110	1,500 2,180	16 11	400 411	1,009 90	1,772 2,40	5,293 5,131	3,000 3,060	1st half 2nd "	1st half 2nd "	65
18,71 11,25	5,70 5,47	6,91 4,95	2,06 2,07	5,10 6,28	3,52 4,74	2,00 5,00	6,61 6,40	5,75 4,77	7,24 3,47	12,11 11,51	8,07 8,06	8,80 9,07	1st half 2nd "	1st half 2nd "	66
22,20 26,75	21,08 20,90	8,10 7,37	4,00 4,01	4,52 37,10	20,04 18,50	20,02 21,84	1,00 10,00	21,06 10,11	16,07 16,40	21,21 21,72	17,61 13,15	23,15 10,12	1st half 2nd "	1st half 2nd "	67
5,07 7,27	2,001 3,077	4,75 2,00	2,08 8,14	11,52 11,41	49,51 45,14	...	9,21	31,78 26,00	...	...	...	...	1st half 2nd "	1st half 2nd "	68
41,43 43,01	51,41 49,41	50,00 30,87	46,00 4,01	47,21 43,11	50,57 49,71	46,50 40,12	6,005 11,40	56,00 48,10	41,45 40,48	45,67 40,46	98,11 50,57	51,11 41,00	1st half 2nd "	1st half 2nd "	69
29,40 30,11	13,40 14,44	6,49 8,102	66,65 6,43	31,25 2,74	30,20 30,00	16,17 10,20	11,16 10,84	30,70 5,313	12,11 10,07	46,00 10,00	11,11 10,12	11,00 1,00	1st half 2nd "	1st half 2nd "	70
15,049 11,011	6,103 5,011	2,404 1,070	10,720 11,009	1,517 1,011	20,714 20,140	2,101 2,072	201 2,1	3,013 1,010	8,212 2,011	5,211 1,011	14,011 11,011	11,002 11,001	1st half 2nd "	1st half 2nd "	71
10,035 10,128	16,050 62,170	20,707 20,501	121,870 131,200	10,580 17,001	10,007 10,001	14,111 3,100	2,77 2,000	2,000 1,000	10,000 4,000	10,000 4,000	1,000 1,000	10,000 11,000	1st half 2nd "	1st half 2nd "	72
212,406 20,231	71,122 6,123	22,001 31,000	112,500 11,000	10,715 1,000	177,011 18,000	20,121 10,000	3,012 2,007	24,000 2,000	2,000 1,000	10,000 1,000	11,000 1,000	12,000 1,000	1st half 2nd "	1st half 2nd "	73
14,17 14,17	11,00 11,00	17,00 11,00	11,20 1,00	11,00 11,00	10,11 1,00	11,32 1,00	21,00 10,00	14,11 1,00	10,00 1,00	11,00 11,00	10,15 1,00	10,00 1,00	1st half 2nd "	1st half 2nd "	74
16,007 18,012	14,112 1,000	10,10 1,000	10,00 144,01	124,10 1,000	10,10 1,000	11,007 10,10	20,11 1,000	11,000 1,000	10,000 1,000	14,11 1,000	10,15 1,000	10,00 1,000	1st half 2nd "	1st half 2nd "	75
20,004 19,150	17,739 13,112	21,715 10,100	10,100 15,741	1,782 1,315	16,744 17,100	10,00 1,000	21,41 21,30	15,74 13,000	10,00 1,000	10,11 1,000	10,15 1,000	10,15 1,000	1st half 2nd "	1st half 2nd "	76
1,12 1,11	1,00 1,00	2,40 2,20	0,87 0,91	0,07 1,21	1,00 1,40	1,00 1,20	2,61 1,17	1,71 1,00	1,27 1,00	1,17 1,00	1,00 1,00	1,00 1,00	1st half 2nd "	1st half 2nd "	77
16,02 16,00	11,41 10,83	10,00 1,00	8,20 9,01	11,00 14,00	9,00 12,51	10,44 13,71	22,87 22,00	17,03 10,00	14,17 21,00	16,00 1,00	11,00 1,00	14,00 1,00	1st half 2nd "	1st half 2nd "	78
0,07 0,01	1,04 1,00	1,00 2,10	0,74 0,86	0,00 1,27	0,70 0,01	1,00 1,00	1,71 1,55	1,78 1,91	0,65 1,40	1,11 1,00	0,81 0,00	1,00 1,00	1st half 2nd "	1st half 2nd "	79
11,00 10,00	22,01 23,17	51,00 51,07	5,17 5,07	11,04 1,00	5,00 6,78	15,20 1,13	7,14 7,12	14,07 10,00	16,51 20,00	14,00 0,00	41,61 0,00	17,00 1,00	1st half 2nd "	1st half 2nd "	80
1,01 1,05	1,82 1,50	2,20 0,00	1,51 1,35	2,00 1,12	2,00 0,00	0,00 1,30	1,24 1,12	2,00 1,11	1,64 0,00	1,12 0,00	1,00 0,00	1,00 0,00	1st half 2nd "	1st half 2nd "	81
1,40 1,03	3,42 3,47	11,00 14,15	1,71 0,18	4,11 5,00	2,25 5,10	12,16 1,00	3,00 3,00	10,00 14,00	7,07 1,00	5,00 1,00	3,00 1,00	3,00 1,00	1st half 2nd "	1st half 2nd "	82
5,00 5,24	3,00 1,76	2,00 1,00	4,00 5,00	23,11 17,00	4,41 1,00	3,00 2,00	3,41 2,00	2,00 2,00	1,11 1,00	1,00 1,00	0,00 1,00	0,00 1,00	1st half 2nd "	1st half 2nd "	83
6,00 2,47	0,73 3,73	1,00 1,00	2,00 3,71	1,00 3,71	2,00 3,71	2,00 3,71	1,00 3,71	1,00 3,71	1,00 3,71	1,00 3,71	1,00 3,71	1,00 3,71	1st half 2nd "	1st half 2nd "	84
35,78 34,64	28,00 25,16	31,43 21,03	11,30 18,00	25,14 17,20	21,00 19,54	12,08 18,10	12,08 13,01	20,00 20,00	20,00 20,00	20,00 20,00	20,00 20,00	20,00 20,00	1st half 2nd "	1st half 2nd "	85
34,00 44,41	14,51 20,00	2,00 7,00	6,27 5,00	27,00 6,00	40,24 34,51	20,00 21,00	21,27 14,25	40,48 37,00	20,07 17,00	3,00 1,00	0,00 0,00	15,40 1,00	1st half 2nd "	1st half 2nd "	86

### ***Analysis of working of each railway***

**NOTE.**—These statistics are not

Serial number.	PARTICULARS.	GAUGE Class No.	5' 6"									
			1	2(a).	3	4(a)	4 (b)	6	7	8(a) to (f)	9(a) to (f)	10 (a' & b')
			1st Indian	1st Bengal	Bengal Central	Bengal Nagpur	Rajput Dham- tari (2 0')	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guarant- eed State.
<b>COACHING TRAFFIC—continued</b>												
<b>COST OF WORKING, AND PROFIT—continued</b>												
Average profit on working a coaching unit one mile—												
87	Per passenger unit . . . . .	1st half and ..	1 04 1 04	1 12 1 12	2 01 2 01	1 45 1 45	1 10 1 10	1 01 1 01	1 24 1 27	1 12 0 67	1 40 1 01	1 52 1 52
88	Other traffic per ton . . . . .	1st half and ..	23 06 23 11	10 31 16 75	20 06 15 11	24 01 21 51	10 45 10 74	31 74 32 10	21 51 25 08	21 07 19 70	19 05 13 30	26 70 36 62
<b>GOODS TRAFFIC</b>												
<b>GROSS RECEIPTS AND TRAIN MILEAGE—</b>												
<b>(In thousands)</b>												
89	Receipts from goods traffic . . . . .	1st half and ..	25,094 3,414	18,901 3,227	1,12 3,40	37,04 27,41	30 20	36,92 20,40	1,50,82 1,44,41	2,95,56 1,44,39	72,15 4,196	17,76 15 11
90	Goods train-mile, run . . . . .	1st half and ..	5,407 51 75	5,407 5 02	0 54 1 22	1,003 1 00	2 12	971 931	3,510 3,151	4,282 3,073	7 14 492	387 3 50
91	Average goods receipts per train-mile . . . . .	1st half and ..	4 75 4 53	5 00 0 47	1 04 2 79	3 77 3 01	1 21 0 01	1 77 3 17	4 27 4 31	5 52 4 72	0 83 8,87	4 00 4 46
<b>TONS AND TON-MILEAGE—</b>												
<b>(In thousands)</b>												
92	Tons of goods carried one mile . . . . .	1st half and ..	1,00,000 1,00,000	51,000 20 05	3,000 0 54	1,00,000 1,00,000	704 5 12	1,00,000 5 12	5,00,000 5 12	6,00,000 7 00	10,00,000 7 15	57,772 5,000
93	Average sum received for carrying a ton one mile . . . . .	1st half and ..	4 75 4 75	5 00 0 47	1 04 2 79	3 77 3 01	1 21 0 01	1 77 3 17	4 27 4 31	5 52 4 72	0 83 8,87	4 00 4 46
94	Average number of tons in train . . . . .	1st half and ..	201 40 201 40	100 70 100 70	5 12 7 40	100 70 110 70	2 4 10 07	100 70 110 70	100 70 100 70	100 70 100 70	100 70 100 70	100 70 100 70
<b>VEHICLES AND VEHICLE-MILEAGE—</b>												
<b>Number of good vehicles hauled one mile—</b>												
<b>(In thousands)</b>												
95	Loaded . . . . .	1st half and ..	10,000 10,000	5,000 11 00	1,000 1 1	10,000 10,000	100 51	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000
96	Empty . . . . .	1st half and ..	4,000 4,000	2,000 5 00	1,000 1 1	4,000 4,000	40 2	4,000 4,000	4,000 4,000	4,000 4,000	4,000 4,000	4,000 4,000
97	Brake-vans . . . . .	1st half and ..	4,000 4,000	2,000 5 00	1,000 1 1	4,000 4,000	40 2	4,000 4,000	4,000 4,000	4,000 4,000	4,000 4,000	4,000 4,000
98	Total . . . . .	1st half and ..	14,000 14,000	7,000 16 00	2,000 2 2	14,000 14,000	140 53	14,000 14,000	14,000 14,000	14,000 14,000	14,000 14,000	14,000 14,000
Average number of vehicles in a goods train—												
99	Freight vehicles . . . . .	1st half and ..	2,000 2,000	1,000 2 2	1,000 1 1	2,000 2,000	20 10	2,000 2,000	2,000 2,000	2,000 2,000	2,000 2,000	2,000 2,000
100	Brake-vans . . . . .	1st half and ..	1,000 1,000	500 1 1	500 0 5	1,000 1,000	10 0 5	1,000 1,000	1,000 1,000	1,000 1,000	1,000 1,000	1,000 1,000
101	Total . . . . .	1st half and ..	3,000 3,000	1,500 3 3	1,500 1 6	3,000 3,000	30 15	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000
102	Average earning per good vehicle per mile (excluding brake-vans) . . . . .	1st half and ..	1 04 1 04	1 12 1 12	2 01 2 01	1 45 1 45	1 10 1 10	1 01 1 01	1 24 1 27	1 12 0 67	1 40 1 01	1 52 1 52
103	Carrying capacity loaded one mile (excluding brake-vans) Tons . . . . .	1st half and ..	1,00,000 1,00,000	51,000 10,000	1,12 3,40	1,00,000 27,41	30 20	1,00,000 20,40	1,50,82 1,44,41	2,95,56 1,44,39	72,15 4,196	17,76 15 1

## DIX 46—contd.

Appendix 46.  
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 36"														GAUGE.	Serial number.
11 (a) to (r)	12 (b) to (d)	13	14	15 (e) to (h)	16 (i) to (l)	17	18	19	20	21 (c)	22	23	24	Class No	
Madras.	Eastern Bengal.	Azam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Likhanot.	Udaipur-Chitor.	Likhanot-Gondal-Jungad-Porbandar.	Hyderabad-Godavari-Valky.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half-years.		
1'47 1'30 26 57 25 60	1 59 1 37 26 45 26 00	1 55 1 01 —7' 30 —15 30	1'24 1'10 38 52 31' 30	1'62 1 31 40 26 51' 10	1 42 1' 10 21' 20 23 00	0'71 1 11 17' 31 16 11	0 19 0 50 20 13 24 05	1 54 1 01 13 74 29 07	1'20 0 45 27 82 20 41	0'82 0 40 30' 34 24 03	1 31 1 27 2' 45 1 7	1 06 1 54 21 33 21 33	1st half 2nd 1st half 2nd	87 88	
50,001 4 11 1,200 1,000 3 95 3'01	17,609 2,272 6 37 65 2'78 3'15	4,007 4,271 102 173 2'21 4 71	2,331 1 13 901 770 3 25 2 30	5,411 3,377 181 145 3 00 1 54	1,14,113 7,992 2,500 1,000 4 00 1 15	5,111 1,141 2,000 2 17 2 11 — 51	61 40 12 12 5 18 4'08	5,113 2,277 121 85 4 21 1 25	5,013 4,044 247 2,117 2,400 2,000	27,200 2,200 1,000 800 2 00 2 15	23,211 24 11 790 827 3 00 — 07	35,355 2,200 1,100 1,000 3 00 2 31	1st half 2nd 1st half 2nd 1st half 2nd	89 90 91	
155,120 151,010 6'20 5 00 122' 7 110 54	40,757 45,000 6 33 9 00 64 01 6 11	14,611 12,270 5 15 6 7 6 11 91' 1	67,101 10,100 5 17 5 11 105 10 20 17	11,011 10,100 7 12 1 11 77' 17 7 11	35,107 1,100 0 11 0 10 1,6 11 130 17	14,226 1,100 1 10 7 17 0 04 10 1	827 800 11 00 11 13 11 11 2 00 67 01	1,185 5,007 11 13 10 17 7 01 59' 1	11,154 10,100 2 00 6 00 4 12 4 11	— 00 5,000 6 00 6 00 7 00 6 15	50,000 50,000 8 00 7 00 6 00 24' 00	10,000 1,000 7 00 — 00 8 14 1 11	1st half 2nd 1st half 2nd 1st half 2nd	92 93 94	
20,900 11,000 6,145 9 11 4,000 4 11	11,140 10,000 — 07 — 00 6 00 7 00	2,620 2,000 1,100 1 11 2 14 — 00	1,000 1,000 5 00 1,000 1,140 1,000	2,511 1,000 1,000 1,000 — 00 10 1	6,057 4,000 — 00 1,000 — 00 1 00	2 51 1,207 1 12 1 11 — 00 2 0	1 17 100 135 1 11 — 00 — 00	2,411 1,111 1,000 1 11 71 — 00	1,343 2 100 1,000 1,100 411 — 00	17,000 1,000 5 00 4 11 1,000 1,000	11,007 1,000 1,000 4 11 401 1,000	21,115 1,000 1,000 1,000 1,000 1,000	1st half 2nd 1st half 2nd 1st half 2nd	95 96 97	
34,010 25,100	14,000 14,000	4,174 4 11	24,027 — 00	4,000 — 00	6,100 6 11	4,000 5 10	312 — 00	3,247 — 00	4,000 4 00	24,115 10,000	15,000 10,000	31,000 — 00	1st half 2nd	98	
21'66 21 44 3'16 3 25	21 70 21 30 1 07 1'11	22'70 22 05 1 40 1 51	20 31 — 11 1 27 1 31	23 55 21 01 1 37 1 10	31' 11 20 11 1 01 0 11	20 00 11 11 0 27 0 00	20 16 21 20 0 05 — 00	20 16 20 11 0 05 0 11	11 12 10 10 1 12 1' 12	22 47 21 47 1 28 1 12	20 00 1 15 0 11 0 15	20 01 1 11 1 20 1 11	1st half 2nd 1st half 2nd	99 100	
20'82 27 20	22 77 22 52	21'74 24 15	20 55 20 17	24 15 — 00	32 50 31 40	20 27 21'72	20 40 21 20	20 74 20 11	12 70 10 15	23 15 22 11	20 11 19 50	20 27 21 17	1st half 2nd	101 102	
32'05 29'10	24'57 21 25	19'18 20 11	24 02 1 71	24 10 20 11	24 14 20 00	21 75 25'20	37 18 27 01	11'01 21 25	20 15 20 21	22 06 22 11	20 11 20 00	22 70 20 31	1st half 2nd	103 104	
308,901 407,000	91,211 94,000	39,173 30,000	15,145 13,000	30,000 20,000	712,700 421,000	30,708 17,000	2,272 2,112	10,000 13,000	41,000 30,000	15,000 12,000	0 00 10,000	20,111 10,000	1st half 2nd	105 106	
39 01 37 10	41 04 40 10	38 15 41 70	52 42 42 00	1 70 20 30	47'73 50 00	40 30 39 20	10 10 37 18	40 14 30 00	27 48 1 11	40 00 40 11	51 02 50 11	40 24 40 30	1st half 2nd	107 108	
5'17 4 07	3 15 3 13	3 40 4 00	4 77 3'43	3 24 3'17	4 00 4 15	3'43 3 25	2'61 2 75	2 70 2 22	2 57 2 00	1 70 3 13	3 15 2 00	3'22 2 00	1st half 2nd	109 110	
7'44 6 07	3'46 4 08	5'40 6 17	5 72 5 08	4 04 4 00	5'03 5'70	5 17 5 02	4 00 1 11	3'60 1 15	1 15 4 15	4'43 4 21	4 15 5 00	4 15 4 11	1st half 2nd	111 112	
155 100 151,010 327,000 341,100	40,755 45,000 8 10 70,774	14 630 1,000 8 10 2,000	67,001 67,007 117,470 100,107	11,001 10,100 20,000 15,000	14,107 14,107 415,104 307,000	14,226 16,121 22,000 20,000	8,207 8,000 1,571 1,511	8 500 8,000 1 101 10,000	11,451 10,000 20,000 20,000	76,500 76,000 10,000 10,000	50,000 50,000 20,000 20,000	90,000 71,000 14,000 12,000	1st half 2nd 1st half 2nd	113 114	
403,122 402,210	127,827 123,000	38,007 38,008	215,160 167,734	34,877 20,175	772,001 530,521	36,787 45,072	2,400 2,317	24,004 15,000	20,116 33 500	20,116 16,000	117,000 111,000	20,000 20,000	1st half 2nd	115 116	



# Appendix 46. Analysis.

## APPEN

### Analysis of working of each railway

Note.—These statistics are not

Serial number.	PARTICULARS.	Gauge CLASS No. Calendar year from by half- year.	5' 6"									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (c)	9 (a) to (f)	10 (a) & (b)
			East Indian.	Eastern Bengal	Bengal Central.	Bengal- Nagpur	Rupur Dham- pur (2' 6")	Oudh and Rohil- khand	North Western.	Great Indian Peninsula	Bombay, Haroda, and Cen- tral India	The Nizam's Guaran- tee State.
GOODS TRAFFIC—continued.												
WEIGHT OF TRAIN AND TON- MILEAGE—continued.												
Average weight of a full train =												
110	Locomotive . . . . .	1st half	201 75	141 41	78 15	121 7	7 84	135 70	158 15	170 19	266 67	149 47
111	Dead weight . . . . .	2nd "	11 75	21 11	17 2	21 7	11 3	17 7	21 1	11 7	31 12	24 7 5
112	Total . . . . .	1st half	41 25	162 52	95 15	142 14	19 17	152 46	179 34	181 26	297 79	174 54
Cost of Working and Profit.												
113	Average cost of hauling a full train one mile . . . R	1st half	1 75	1 00	1 1	2 0	0 5	1 35	2 5	2 11	1 70	1 65
114	Average cost of hauling a goods train (one ton) one mile . . . . .	2nd "	1 04	1 01	1 1	1 4	0 2	1 15	1 43	1 55	1 70	1 87
115	Average cost of hauling a goods train (one ton) one mile . . . . .	1st half	1 61	4 11	4 0	1 04	4 7	2 1	2 77	2 70	2 67	2 90
116	Average cost of hauling a full train one mile . . . R	2nd "	1 7	7 77	0 1	2 8	11 7	5 13	6 0	5 9	5 2	5 60
117	Average profit on working a goods train one mile . . R	1st half	7 02	2 07	0 1	1 71	1 1	2 2	1 02	1 11	6 13	2 07
118	Average profit on working a goods train one mile . . R	2nd "	21 11	11	1 34	12 7	10 4	16 7	15 11	24 11	28 60	25 15
119	Average profit on working a goods train one mile . . R	1st half	25 0	2 4	2 25	2 7	1 6	1 16	2 11	4 7	4 44	3 71
DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE												
Percentage on Total Earnings =												
120	Locomotive traffic . . . . .	1st half	20 18	43 7	5 15	41 61	7 7	1 04	31 12	2 81	10 11	20 36
121	Goods traffic . . . . .	2nd "	60 11	40 13	17 70	51 05	62 7	72 2	61 15	77 10	67 04	76 20
122	Carriage and wagon traffic . . . . .	1st half	1 2	7 10	1 0	4 9	4 05	7 1	2 5	0 07	1 05	2 85
123	Locomotive expenses . . . . .	2nd "	0 51	4 07	1 3	1 1	1 1	7 0	1 04	1 5	1 12	2 01
124	Goods traffic . . . . .	1st half	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
125	Carriage and wagon traffic . . . . .	2nd "	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Percentage of Working Expenses on Total Earnings =												
126	Maintenance . . . . .	1st half	8 71	15 40	1 57	11 9	16 25	11 14	11 10	7 23	6 00	8 98
127	Locomotive expenses . . . . .	2nd "	9 74	12 75	18 27	15 31	15 11	14 50	21 12	18 15	15 30	11 45
128	Carriage and wagon expenses . . . . .	1st half	2 85	5 27	2 00	1 00	1 10	3 10	4 47	3 87	4 05	2 20
129	Traffic expenses . . . . .	2nd "	3 21	5 1	1 0	5 20	5 39	3 85	4 13	20 11	6 30	2 84
130	General charges . . . . .	1st half	6 70	14 31	0 70	10 22	9 72	8 70	7 62	6 41	5 87	5 04
131	Miscellaneous expenses . . . . .	2nd "	6 0	10 05	10 22	10 46	11 01	9 30	7 83	9 04	7 79	6 40
132	General charges . . . . .	1st half	3 4	5 21	12 10	6 85	7 46	3 77	3 90	3 47	3 48	6 17
133	Miscellaneous expenses . . . . .	2nd "	3 20	3 1	10 30	6 15	11 1	4 70	3 40	5 05	4 73	5 40
134	Steam-boat expenses . . . . .	1st half	0 70	0 25	0 25	0 25	0 25	0 25	0 25	0 25	0 25	0 25
135	Steam-boat expenses . . . . .	2nd "	0 25	0 25	0 25	0 25	0 25	0 25	0 25	0 25	0 25	0 25
136	TOTAL WORKING EXPENSES . . . . .	1st half	34 70	57 0	55 85	47 11	51 42	42 57	51 78	41 23	30 35	36 76
137	TOTAL WORKING EXPENSES . . . . .	2nd "	31 06	48 10	55 80	59 01	115 14	48 93	49 50	50 15	51 70	54 36

DIX 46—contd.

by systems) during each half-year of 1901—contd.

repaired by the railways not shown.

3' 3d"														Gauge.	Serial number.
11(a) to (c)	12 (b) to (d)	13	14	15 (a) & (b)	16 (g) to (j)	17	18	19	20	21 (i)	22	23	24	(Line No.)	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North West Pro.	Rohilkhand and Kumaon	Rajputana Marwar.	Jalpur-Bikaner	Udampur-Chitaur.	Bhawanipatna and Junagadh Porbandar.	Hyderabad Godavari Valley	Southern Mahratta	South Indian	Burma.	(Line No.)		
122 37 110 14 250 16 65 9	64 01 101 1 100 74 1 0	50 74 91 0 1 19 1 1	1 1 07 1 10 1 19 1 1	72 17 1 10 1 15 1 1	12 11 1 10 1 12 1 1	1 1 1 10 1 10 1 1	70 01 1 10 1 10 1 1	72 1 10 71 12 10 1 1	46 1 1 1 1 1 1 1	15 1 10 1 1 1 1 1	6 0 7 15 114 13 110	1 1 1 1 1 1 1 1 1	1st half 2nd 2nd 2nd	110	
381 00 10 1	2 0 75 10 1	21 1 11 1 1	1 1 07 1 10	1 1 11 1 10	2 1 1 1 1	177 1 1 1	1 1 1 1	10 0 1 1	1 1 1 1 1	1 1 1 1 1	1 1 1 1 1	1 1 1 1 1	1 1 1 1 1	1st half 2nd	111
2 11 2 11	1 5 1 5	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	2 4 1 1	3 4 1 1	0 3 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1st half 2nd	112
17 10 1	1 1 1 1	20 1 1 1	0 5 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1st half 2nd	113
5 1 5 1	4 1 1 1	5 1 1 1	5 1 1 1	5 1 1 1	4 1 1 1	4 1 1 1	5 1 1 1	3 4 1 1	4 1 1 1	4 1 1 1	4 1 1 1	4 1 1 1	4 1 1 1	1st half 2nd	114
7 1 7 1	5 1 5 1	13 1 1 1	5 1 1 1	7 1 1 1	4 1 1 1	1 1 1 1	1 1 1 1	11 1 1 1	0 1 1 1	0 1 1 1	7 1 1 1	7 1 1 1	7 1 1 1	1st half 2nd	115
1 51 1 5	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	2 1 1 1	0 1 1 1	4 1 1 1	2 1 1 1	1 1 1 1	0 1 1 1	0 1 1 1	1 1 1 1	1 1 1 1	1st half 2nd	116
11 72 1 1	10 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	7 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1st half 2nd	117
2 05 2 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1st half 2nd	118
37 1 37 1	40 1 1 1	15 1 1 1	5 1 1 1	40 1 1 1	24 1 1 1	42 1 1 1	40 1 1 1	5 1 1 1	3 1 1 1	37 1 1 1	52 1 1 1	44 1 1 1	44 1 1 1	1st half 2nd	119
60 1 50 1	50 1 1 1	37 1 1 1	54 1 1 1	51 1 1 1	1 1 1 1	55 1 1 1	52 1 1 1	40 1 1 1	5 1 1 1	61 1 1 1	44 1 1 1	53 1 1 1	53 1 1 1	1st half 2nd	120
2 01 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1st half 2nd	121
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1st half 2nd	122
100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	1st half 2nd	123
8 05 11 4	11 1 10 1	24 1 10 1	10 1 1 1	8 1 1 1	10 1 1 1	2 1 1 1	12 1 1 1	11 1 1 1	13 1 1 1	16 1 1 1	8 1 1 1	12 1 1 1	12 1 1 1	1st half 2nd	124
22 43 10 07	11 1 11 1	14 1 14 1	0 5 1 1	10 1 1 1	15 1 1 1	2 1 1 1	17 1 1 1	14 1 1 1	14 1 1 1	20 1 1 1	16 1 1 1	10 1 1 1	10 1 1 1	1st half 2nd	125
3 81 4 70	5 1 3 7	4 1 4 1	2 1 2 1	3 1 2 1	5 1 0 1	2 1 2 1	7 1 0 1	2 1 0 1	1 1 0 1	6 1 0 1	4 1 0 1	4 1 0 1	4 1 0 1	1st half 2nd	126
7 71 8 39	10 1 8 3	12 1 11 1	7 1 9 1	7 1 9 1	5 1 7 1	6 1 5 1	8 1 7 1	8 1 7 1	8 1 7 1	10 1 10 1	7 1 6 1	8 1 7 1	8 1 7 1	1st half 2nd	127
4 73 3 04	4 1 4 03	10 1 10 1	5 1 6 1	8 1 10 1	3 1 4 1	4 1 4 1	8 1 7 1	0 1 1 1	7 1 12 1	0 1 17 1	6 1 6 1	7 1 7 1	7 1 7 1	1st half 2nd	128
2 31 1 10	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1st half 2nd	129
4 05 32 41	51 1 40 1	7 1 61 1	40 1 49 1	38 1 3 1	42 1 51 1	60 1 47 1	57 1 38 1	40 1 68 1	45 1 64 1	64 1 77 1	44 1 49 1	52 1 65 1	52 1 65 1	1st half 2nd	130

# Appendix 46.

## Analysis.

# APPEN

## Analysis of working of each railway

NOTE.—These statistics are no

Serial number.	PARTICULARS	Class No.	5 6'									
			1st GR.									
			1	2 (a).	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b).
			East Indian	Eastern Bengal.	Bengal Central	Bengal Nagpur	Rajput-Dham-101-0.	Udadh and Kishikhand.	North Western	Great Indian Peninsula	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
PER MILE OF LINE MAINTAINED												
131 a	General superintendence (including office expenses)	1st half and ..	211'35 201'07	801'84 222'09	115'12 101'13	106'37 100'18	36'44 31'67	131'53 121'15	130'61 113'19	121'26 121'07	162'98 143'45	142'84 125'23
132 a	Maintenance and renewal of permanent-way	1st half and ..	868'67 870'35	1'531'34 507'43	496'09 511'01	301'41 277'03	100'07 101'03	331'45 358'81	240'80 354'20	470'60 100'02	861'28 497'89	288'39 513'47
133 a	Repairs of bridges, &c.	1st half and ..	91'16 73'07	33'1 302'28	37'8 21'1	67'53 120'97	.. 6'17	68'21 103'77	50'31 85'29	97'41 90'31	—376'45 108'12	53'59 39'60
134 a	Conservancy of rivers	1st half and ..	.. ..	.. ..	0'16 2'40	.. ..	.. ..	.. 3'02	31'59 0'24	.. ..	.. ..	.. 0'99
135 a	Repairs of stations and buildings	1st half and ..	277'02 309'36	224'48 324'23	81'81 71'17	70'31 51'11	104'00 107'08	50'74 80'01	50'74 95'02	81'58 71'09	111'34 90'11	19'80 60'73
136 a	Other charges (net)	1st half and ..	170'51 118'95	107'79 142'70	—1'95 10'19	.. 38'2	3'93 6'01	5'46 12'91	120'03 72'21	35'09 63'75	81'27 71'21	01'38 —309'9
137 a	Total maintenance, &c.	1st half and ..	1,600'01 1,541'96	2,182'21 1,361'16	714'30 727'27	411'94 211'19	141'03 104'15	6,220 207'96	601'01 757'72	537'03 721'32	908'92 917'15	506'00 340'73
PER MILE OF TRACK, INCLUDING SIDINGS												
131 b	General superintendence (including office expenses)	1st half and ..	138'00 112'75	1'247 140'97	95'6 90'35	96'11 12'55	14'25 30'73	113'56 116'10	104'27 116'27	90'74 100'1	113'30 100'73	128'35 112'44
132 b	Maintenance and renewal of permanent-way	1st half and ..	467'56 578'91	800'19 271'36	461'87 433'09	219'01 38'14	94'48 102'05	240'23 314'90	101'28 201'00	150'16 201'55	601'17 349'17	280'15 401'32
133 b	Repairs of bridges, &c.	1st half and ..	11'00 44'70	17'13 101'51	11'30 12'06	60'20 107'54	3'20 ..	51'51 143'77	40'71 67'61	72'72 72'01	—221'62 ..	45'16 35'55
134 b	Conservancy of rivers	1st half and ..	.. ..	.. ..	0'13 1'40	.. ..	.. ..	3'45 3'14	25'20 4'01	.. ..	.. ..	.. 0'13
135 b	Repairs of stations and buildings	1st half and ..	190'93 204'10	112'81 215'14	70'47 50'1	70'6 45'44	1'40 10'01	61'54 75'50	51'40 70'31	62'41 70'0	—3'31 67'35	17'00 54'3
136 b	Other charges (net)	1st half and ..	1'36 ..	17'12 1'2	—1'12 1'4	23'14 45'1	3'71 6'1	4'7 53'11	101'1 15'11	4'13 1'55	62'14 40'07	80'10 —35'05
137 b	Total maintenance, &c.	1st half and ..	1,040'00 1,112'62	1,111'11 2,011'1	502'11 61	184'51 51'44	131'13 150'05	1,177'22 70'11	511'26 600'4	624'97 51'11	6,220'0 1,413'9	731'70 305'45
PER TOTAL TRAIN-MILE												
131 c	General superintendence (including office expenses)	1st half and ..	0'61 0'61	1'31 1'01	1'00 1'01	1'17 1'3	0'40 1'13	1'10 1'17	1'00 1'0	0'73 0'21	1'33 1'10	1'53 1'46
132 c	Maintenance and renewal of permanent-way	1st half and ..	3'51 3'51	7'38 7'13	5'0 4'95	3'53 3'01	2'14 2'01	2'05 3'10	2'40 3'43	0'91 0'9	7'07 4'84	3'10 6'07
133 c	Repairs of bridges, &c.	1st half and ..	0'05 0'30	0'15 1'10	1'30 0'1	0'31 1'05	.. 0'21	0'61 1'44	0'62 0'6	0'59 0'70	—2'60 1'05	0'45 0'47
134 c	Conservancy of rivers	1st half and ..	.. ..	.. ..	0'1 ..	.. ..	.. ..	0'04 0'04	0'31 0'10	.. ..	.. ..	.. 0'01
135 c	Repairs of stations and buildings	1st half and ..	2'00 1'4	1'01 1'45	1'03 0'04	1'07 0'19	0'04 0'61	0'04 0'70	0'01 0'20	0'1 0'1	0'08 0'04	0'22 0'72
136 c	Other charges (net)	1st half and ..	0'07 0'45	0'05 0'51	—0'05 0'07	0'06 0'07	0'02 0'4	0'4 0'55	1'06 0'71	0'1 0'10	0'71 0'0	0'08 —4'12
137 c	Total maintenance, &c.	1st half and ..	1'12 1'5	10'45 10'11	8'74 2'01	7'33 7'0	3'10 5'55	6'22 7'1	6'00 7'31	5'07 15'1	7'45 8'23	6'41 4'03
PER TON OF FREIGHT TON-MILES												
131 d	General superintendence (including office expenses)	1st half and ..	0'14 0'11	0'38 1'21	0'36 0'1	0'27 0'20	0'02 1'32	0'25 0'20	0'14 0'24	0'13 0'10	0'20 0'21	0'26 0'25
132 d	Maintenance and renewal of permanent-way	1st half and ..	0'05 0'05	1'40 0'41	1'52 1'02	0'60 0'71	2'26 4'30	0'61 0'67	0'20 0'21	0'52 0'1	1'00 0'15	0'51 1'03
133 d	Repairs of bridges, &c.	1st half and ..	0'00 0'07	0'03 0'3	0'12 0'04	0'17 0'23	0'1 0'15	0'1 0'31	1'11 0'15	0'11 0'14	—0'31 0'12	0'10 0'07
134 d	Conservancy of rivers	1st half and ..	.. ..	.. ..	0'01 ..	.. ..	.. ..	0'01 0'01	0'01 0'01	.. ..	.. ..	.. ..
135 d	Repairs of stations and buildings	1st half and ..	1'18 ..	0'22 0'22	0'27 0'14	0'20 0'13	0'00 0'1	0'10 0'16	0'10 0'17	0'11 0'10	0'14 0'17	0'04 0'12
136 d	Other charges (net)	1st half and ..	0'01 0'07	0'10 0'10	—0'07 0'02	0'07 0'14	0'00 0'27	0'10 0'11	0'23 0'14	0'06 0'07	0'11 0'12	0'15 —0'19
137 d	Total maintenance, &c.	1st half and ..	1'02 0'97	2'09 1'3	2'26 1'45	1'97 1'59	3'30 6'85	1'30 1'52	1'26 1'33	0'41 1'09	1'17 1'57	1'06 0'68

Appendix 46.  
Analysis.

DIX 46—continued.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

J' 31"														Gauge.	Serial number.
11 (a) to (c)	12 (b) to (d)	14	16	17 (1) & (b)	18 (1) to (1)	18	19	20	20 (c)	21	23	24	Class: No.		
Madras.	Eastern Bengal.	Azam-Bengal.	Bengal and North-Western.	Rohilkhand and Kumaon.	Rajputana Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagadh-Porbandar.	Hyderabad-Godavari-Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half-years		
WAY, WORKS AND STATIONS.															
138 93 141 98	106 34 107 76	125 37 126 13	107 76 91 03	62 47 69 73	104 11 106 27	16 84 19 19	47 77 48 89	63 16 69 43	103 85 122 07	83 64 81 14	111 05 113 62	100 37 112 85	1st half 2nd "	131a	
271 94 313 80	325 51 332 52	209 86 216 46	211 41 223 71	121 80 227 34	554 07 375 51	308 13 117 35	144 41 153 69	185 11 161 28	211 75 230 30	262 00 237 09	201 78 218 57	370 09 330 73	1st half 2nd "	132a	
80 73 02 61	34 38 30 18	46 68 57 19	44 53 42 93	54 28 34 86	125 44 57 10	4 55 5 30	3 47 1 42	8 00 13 18	18 95 05 68	38 58 50 90	24 14 30 79	100 80 61 41	1st half 2nd "	133a	
...	0 20 0 23	...	1 48 2 10	2 94 0 60	...	...	...	2 30 ...	...	...	...	3 71 1 71	1st half 2nd "	134a	
48 15 67 88	60 83 73 50	65 51 65 09	52 18 38 31	23 12 36 03	71 03 72 71	4 53 1 66	5 52 16 07	15 46 20 50	9 01 32 37	30 14 42 53	21 58 26 72	40 19 63 73	1st half 2nd "	135a	
—48 86 84 45	42 50 51 49	13 08 16 39	76 67 81 06	22 75 21 45	57 37 53 71	12 47 9 54	8 19 9 35	10 74 12 28	27 48 52 07	37 19 33 50	17 89 21 54	61 30 62 99	1st half 2nd "	136a	
490 19 670 12	569 76 565 68	460 50 481 26	524 03 427 17	247 76 317 97	411 42 609 36	346 43 101 10	220 46 222 45	201 79 297 13	365 04 502 41	478 40 447 21	379 44 413 24	705 56 656 42	1st half 2nd "	137a	
116 60 118 14	91 32 92 17	109 08 110 32	84 15 82 49	55 09 62 16	107 12 102 8	10 13 16 01	45 16 40 73	57 32 63 40	95 40 112 56	75 65 73 43	98 92 102 97	94 40 97 67	1st half 2nd "	131b	
227 64 260 61	270 34 284 31	184 00 187 30	210 14 196 11	101 25 202 01	450 91 324 22	208 52 112 22	147 11 146 92	167 22 164 44	205 21 212 37	245 46 214 43	181 53 194 61	315 91 286 85	1st half 2nd "	132b	
67 75 52 10	29 52 25 81	40 5 50 11	19 13 37 1	48 21 31 01	109 31 75 15	4 41 5 16	5 12 1 31	7 25 11 95	11 44 60 31	34 24 40 01	21 51 27 42	14 60 55 17	1st half 2nd "	133b	
...	0 1 0 2	...	1 20 1 1	2 11 5 94	...	...	...	2 01 ...	...	...	...	3 20 1 46	1st half 2nd "	134b	
40 41 50 46	54 21 62 81	57 47 50 12	41 60 33 6	20 51 3 20	62 41 3 20	4 10 9 22	5 16 15 31	14 02 19 02	9 12 29 85	27 26 36 47	19 22 23 80	42 14 55 10	1st half 2nd "	135b	
—41 1 70 27	31 49 44 04	11 44 14 32	66 01 71 11	20 22 19 11	40 79 47 42	1 10 9 25	8 50 5 91	17 00 11 13	25 57 45 02	31 01 14 10	15 14 10 19	51 45 51 52	1st half 2nd "	136b	
481 30 557 00	480 21 502 47	401 17 420 27	457 88 42 31	21 75 202 80	502 81 607 79	11 74 120 61	210 74 219 31	266 50 260 54	117 31 401 30	427 25 404 46	11 11 36 65	607 40 5 04	1st half 2nd "	137b	
1 30 1 33	1 18 1 03	3 17 3 45	1 12 1 13	0 50 0 21	0 74 1 04	0 10 0 54	2 01 2 02	1 61 2 00	1 67 2 01	1 6 1 34	1 20 1 21	1 00 1 20	1st half 2nd "	131c	
2 54 2 53	3 18 3 16	6 14 5 93	2 52 2 70	1 74 3 24	4 15 3 60	0 14 3 4	0 50 0 51	4 29 5 36	3 41 3 68	4 17 3 41	2 19 2 29	3 61 3 24	1st half 2nd "	132c	
0 75 0 59	0 37 0 29	1 36 1 36	0 46 0 52	0 77 0 49	0 5 0 4	0 17 0 15	0 14 0 05	0 21 0 31	0 21 1 11	0 58 0 64	0 26 0 32	1 00 0 15	1st half 2nd "	133c	
...	...	...	0 02 0 13	0 14 0 17	...	...	...	0 14 ...	...	...	...	0 04 0 02	1st half 2nd "	134c	
0 45 0 63	0 61 0 71	1 09 1 78	0 54 0 46	0 33 0 54	0 54 0 62	0 13 0 26	0 24 0 60	0 40 0 62	...	0 46 0 70	0 21 0 28	0 44 0 66	1st half 2nd "	135c	
—0 46 0 79	0 43 0 49	0 30 0 46	0 50 1 04	0 32 0 31	0 41 0 52	0 37 0 11	0 19 0 36	0 51 0 30	0 41 0 66	0 46 0 58	0 19 0 24	0 63 0 67	1st half 2nd "	136c	
4 58 6 27	5 76 5 70	13 48 13 16	5 46 5 56	4 10 5 63	6 85 6 01	10 21 4 49	0 28 9 47	7 49 8 81	5 00 8 46	7 11 7 37	4 07 4 34	7 0 6 6	1st half 2nd "	137c	
0 27 0 28	0 27 0 39	1 06 1 04	0 15 0 30	0 32 0 39	0 20 0 27	0 18 0 18	0 50 0 62	0 58 0 79	0 58 0 75	0 43 0 49	0 44 0 41	0 34 0 41	1st half 2nd "	131d	
0 53 0 61	1 12 1 31	1 79 1 78	0 77 0 61	0 66 1 21	1 06 0 24	3 32 1 10	1 00 1 95	1 69 2 06	1 15 1 40	1 47 1 45	0 80 0 83	1 18 1 21	1st half 2nd "	132d	
0 16 0 12	0 12 0 11	0 40 0 47	0 14 0 18	0 20 0 20	0 24 0 22	0 05 0 05	0 04 0 01	0 07 0 15	0 07 0 39	0 20 0 31	0 10 0 12	0 32 0 22	1st half 2nd "	133d	
...	...	...	...	0 02 0 04	...	...	...	0 02 ...	...	...	...	0 01 0 01	1st half 2nd "	134d	
0 10 0 13	0 21 0 27	0 36 0 53	0 17 0 16	0 12 0 21	0 13 0 18	0 05 0 03	0 08 0 20	0 14 0 23	0 05 0 20	0 16 0 25	0 08 0 10	0 16 0 23	1st half 2nd "	135d	
—0 10 0 17	0 15 0 19	0 11 0 14	0 15 0 34	0 12 0 18	0 11 0 13	0 13 0 09	0 11 0 11	0 18 0 14	0 16 0 32	0 19 0 21	0 07 0 07	0 20 0 25	1st half 2nd "	136d	
0 16 1 31	1 07 2 17	3 02 3 06	1 68 1 99	1 31 2 24	1 74 1 74	3 73 1 51	2 72 2 89	2 68 2 37	2 04 3 06	2 45 2 09	1 09 1 56	2 24 2 32	1st half 2nd "	137d	

# Appendix 46. Analysis.

## APPEN

### Analysis of working of each railway

NOTE.—These Statistics are not

Serial number.	PARTICULARS.	GAUGE. Class. No. Calendar year 1901 by half- years	5' 6".									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b).
			First Indian.	Eastern Bengal	Bengal Central	Bengal Nagpur	Rampur- Bham- tari (J. G.)	Oriss and N. B. Khand.	North Western.	Central Indian Peninsula.	Bombay, Baroda and Cen- tral India	The Nizam's Guaranteed State.

TABLE B.—LOCOMOTIVE												
Average price of fuel per ton in terms of	coal	1st half	1'83	2'12	6'18	3'71	5'10	10'16	14'20	10'77	19'97	4'95
	wood	2nd "	1'01	7'00	6'16	1'75	2'60	9'51	13'90	...	...	4'06
PER 1000 TRAIN-MILE.												
138a	General superintendence including office expenses	1st half	0'56	0'67	0'68	0'87	0'45	0'94	0'65	0'57	1'01	0'91
		2nd "	0'49	0'56	0'56	0'41	0'51	0'51	0'73	0'48	1'00	0'79
139a	Running expenses	1st half	2'07	2'02	1'30	2'12	0'84	0'80	1'70	2'10	2'00	1'81
		2nd "	1'11	1'54	1'15	2'11	1'18	0'97	1'75	2'00	2'00	1'87
140a	Fuel	1st half	0'86	2'71	2'22	1'45	0'74	3'77	5'21	4'08	7'92	2'51
		2nd "	0'50	1'59	2'30	1'51	0'50	3'42	4'07	4'08	6'02	2'11
141a	Water	1st half	0'10	0'18	0'19	0'22	0'20	0'09	0'21	0'36	0'51	0'33
		2nd "	0'10	0'16	0'14	0'19	0'37	0'11	0'22	0'32	0'41	0'32
142a	Oil, tallow and other stores	1st half	0'16	0'11	0'27	0'40	0'17	0'26	0'17	0'42	0'58	0'33
		2nd "	0'37	0'10	0'20	0'53	...	0'25	0'17	0'13	0'17	0'34
143a	Maintenance and renewal of locomotives	1st half	1'85	1'75	2'60	1'51	0'55	1'21	3'41	3'44	2'80	1'76
		2nd "	2'13	5'59	1'61	1'91	0'85	1'22	2'81	4'11	3'90	2'12
144a	Maintenance and renewal of machinery, tools and plant	1st half	0'15	0'55	0'06	0'12	0'03	0'10	0'21	0'18	0'29	0'13
		2nd "	0'21	0'34	0'07	0'15	0'01	0'11	0'17	0'23	0'11	0'00
144a	Other charges (net)	1st half	0'88	0'17	0'11	1'46	0'24	1'12	0'15	1'13	1'03	0'62
		2nd "	1'10	0'20	0'10	1'45	1'25	1'00	1'20	2'11	1'01	0'71
145a	Total locomotive expenses	1st half	0'93	8'01	7'22	8'11	3'20	7'1	1'11	12'74	17'10	8'17
		2nd "	7'51	11'71	6'1	8'10	5'50	7'0	1'1	11'2	17'1	8'11
Fuel consumed in terms of	coal	1st half	6'55	53'74	0'71	54'47	21'11	4'1	4'1	51'00	51'49	17'07
	wood	2nd "	1'01	53'61	4'70	4'21	19'12	0'10	4'11	51'02	51'11	6'51
PER ENGINE MILE.												
135b	General superintendence including office expenses	1st half	0'45	0'46	0'56	0'78	1'41	0'47	0'60	0'50	0'85	0'77
		2nd "	0'46	0'40	0'41	0'61	0'79	0'40	0'61	0'49	0'82	0'67
139b	Running expenses	1st half	1'60	1'41	1'06	1'00	0'84	0'66	1'51	2'11	2'51	1'56
		2nd "	1'05	1'13	0'01	1'20	1'15	0'75	1'51	2'11	2'41	1'59
140b	Fuel	1st half	0'67	1'2	1'51	1'30	0'75	3'21	4'51	3'54	6'70	1'00
		2nd "	0'70	1'15	1'87	1'11	0'45	2'01	4'01	3'10	5'10	1'80
141b	Water	1st half	0'08	0'12	0'15	0'20	0'10	0'15	0'21	0'20	0'44	0'28
		2nd "	0'08	0'11	0'11	0'1	0'17	0'09	0'19	0'21	0'43	0'27
142b	Oil, tallow and other stores	1st half	0'20	0'22	0'22	0'16	0'17	0'22	0'32	0'17	0'40	0'29
		2nd "	0'0	0'22	0'15	0'1	0'1	0'21	0'33	0'38	0'45	0'20
143b	Maintenance and renewal of locomotives	1st half	1'48	1'22	2'16	1'35	0'51	1'03	3'01	2'02	2'43	1'53
		2nd "	1'70	4'01	1'10	1'7	0'86	1'05	2'47	3'27	3'32	1'82
144b	Maintenance and renewal of machinery, tools and plant	1st half	0'12	0'41	0'05	0'11	0'03	0'08	0'20	0'15	0'25	0'13
		2nd "	0'18	0'25	0'01	0'13	0'01	0'10	1'21	0'20	0'29	0'05
144b	Other charges (net)	1st half	0'71	0'86	0'28	1'21	0'73	0'05	0'81	0'40	0'87	0'60
		2nd "	0'33	0'10	0'13	1'51	1'74	0'86	1'14	0'17	1'01	0'60
145b	Total locomotive expenses	1st half	5'48	6'03	6'30	7'30	3'16	6'81	11'28	11'05	14'55	7'03
		2nd "	6'03	6'00	4'95	7'00	5'45	6'52	10'64	12'17	14'14	7'10
Fuel consumed in terms of	coal	1st half	1'00	37'04	38'80	48'82	21'12	40'83	47'12	46'08	46'07	58'47
	wood	2nd "	49'93	38'74	33'85	44'11	18'73	39'36	40'25	44'07	45'51	54'15
		1st half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...

\* The standard used is Kurumbare coal, except in the case of the Nizam's Guaranteed State Railway, which uses Singareni coal.

## DIX 46—contd.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

Appendix 46.  
Analysis.

3' 12'.														Gauge.
11 (a) to (c)	12 (d) to (e)	13	14	15 (a) & (b)	16 (c) to (d)	17	18	19	20	21 (e)	22	23	24	Class. No.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rail-Lund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitra.	Bha-nagare-Gwalior-Jubbulpore.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year from by half-years.	Serial number.
<b>EXPENSES.</b>														
11'24 13'92	8'51 7'02	10'10 8'32	6'60 6'02	3'04 2'72	17'02 18'02	...	25'19 26'02	26'71 21'03	7'50 6'01	6'87 10'03	15'26 13'51	12'74 11'09	1st half 2nd "	}
...	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "	
0'63 0'62	0'51 0'51	1'23 1'18	0'38 0'11	0'65 0'07	0'53 0'00	0'63 0'11	2'07 0'01	0'08 1'19	0'92 1'11	0'13 1'01	0'07 0'65	0'84 0'01	1st half 2nd "	}
1'84 1'91	1'02 1'07	1'00 1'07	0'02 0'00	0'81 0'00	1'76 0'11	0'72 0'72	0'09 0'09	1'15 0'01	1'11 1'41	1'03 1'71	1'03 1'11	2'01 0'01	1st half 2nd "	
4'51 5'04	1'07 1'75	2'05 2'35	1'77 1'02	1'77 1'02	4'65 4'17	5'11 4'91	7'19 6'01	4'00 1'10	1'01 2'00	2'47 0'42	3'05 3'50	4'40 4'17	1st half 2nd "	}
0'23 0'22	0'12 0'01	0'14 0'01	0'14 0'15	0'12 0'01	0'00 0'00	0'30 0'00	0'42 0'11	0'20 0'00	0'01 0'01	0'23 0'01	0'16 0'14	0'35 0'00	1st half 2nd "	
0'17 0'35	0'00 0'01	0'27 0'10	0'18 0'11	0'22 0'00	0'04 0'00	0'05 0'00	0'10 0'00	0'16 0'11	0'09 0'00	0'15 0'11	0'28 0'00	0'14 0'00	1st half 2nd "	}
3'67 1'91	1'05 1'00	1'44 0'89	0'51 0'00	1'15 0'07	1'65 0'00	1'00 1'07	0'01 1'01	1'03 0'00	0'01 0'00	1'67 1'00	1'87 0'00	1'73 0'00	1st half 2nd "	
0'06 0'06	0'18 0'14	0'02 0'05	0'05 0'00	0'04 0'07	0'01 0'00	0'05 0'01	0'00 0'00	0'11 0'01	0'00 0'00	0'00 0'00	0'01 0'00	0'00 0'00	1st half 2nd "	}
1'11 1'00	0'57 0'00	0'55 0'11	0'00 0'00	0'51 0'11	0'01 0'00	1'01 0'00	0'00 0'00	1'11 0'11	0'00 0'00	1'07 1'11	0'13 0'12	0'05 0'00	1st half 2nd "	
12'17 11'11	0'02 0'00	2'00 2'00	4'01 1'00	5'11 5'00	10'11 1'00	0'01 0'00	12'14 11'11	0'11 10'00	6'00 1'00	8'71 9'01	8'00 9'00	11'40 12'00	1st half 2nd "	}
41'20 50'08	3'11 0'00	40'01 0'00	0'00 0'00	0'00 0'00	0'00 0'00	0'00 0'00	3'00 0'00	0'00 0'00	0'00 0'00	0'00 0'00	0'00 0'00	0'00 0'00	1st half 2nd "	
...	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "	}
0'53 0'53	0'19 0'11	1'03 0'00	0'25 1'00	0'52 0'00	0'50 0'00	0'50 0'00	1'00 1'00	0'51 1'10	0'00 1'00	0'51 0'00	0'00 0'00	0'00 0'00	1st half 2nd "	
1'55 1'01	0'42 0'01	1'10 1'20	0'60 0'00	0'61 0'00	1'00 0'00	0'00 0'00	0'00 0'00	1'00 1'00	1'00 1'00	1'00 1'00	1'00 1'00	2'10 0'00	1st half 2nd "	}
4'15 4'27	1'00 1'12	2'00 2'10	1'50 1'13	1'00 1'00	4'12 0'00	0'00 0'00	6'00 5'00	4'00 0'00	2'00 0'00	2'00 0'00	0'00 0'00	0'00 0'00	1st half 2nd "	
0'30 0'10	1'10 0'10	0'00 0'00	0'12 0'11	0'11 0'11	0'00 0'00	0'00 0'00	0'11 0'11	0'11 0'11	0'00 0'00	0'00 0'00	0'14 0'11	0'00 0'00	1st half 2nd "	}
0'31 0'29	0'16 0'17	0'23 0'25	0'15 0'00	0'17 0'18	0'00 0'00	0'00 0'00	0'11 0'27	0'12 0'00	0'00 0'00	0'11 0'11	0'00 0'00	0'00 0'00	1st half 2nd "	
3'14 1'64	0'85 1'54	1'21 0'75	0'70 0'00	0'83 0'00	1'40 0'00	1'00 1'00	0'07 1'01	1'00 0'00	0'61 0'00	1'00 0'00	1'71 0'00	1'41 0'00	1st half 2nd "	}
0'05 0'05	0'16 0'13	0'02 0'01	0'02 0'02	0'07 0'10	0'14 0'00	0'00 0'00	0'48 0'00	0'14 0'12	0'00 0'17	0'23 0'21	0'00 0'00	0'00 0'00	1st half 2nd "	
0'05 1'01	0'70 0'73	0'46 0'00	0'64 0'00	0'40 0'00	0'00 0'00	0'00 0'00	0'00 0'00	0'12 0'10	0'00 0'00	1'00 1'00	0'13 0'00	0'00 0'00	1st half 2nd "	}
10'01 9'02	4'85 5'34	6'00 6'00	4'13 3'01	4'13 4'00	8'01 10'00	9'14 0'00	11'44 11'00	8'62 9'00	6'01 6'11	7'71 8'00	7'00 9'00	9'00 9'00	1st half 2nd "	
43'88 42'91	26'15 26'06	28'14 31'00	31'00 29'00	...	32'07 29'00	31'87 32'93	46'14 21'42	27'01 52'31	37'44 37'91	31'19 23'40	27'00 0'00	40'00 41'11	1st half 2nd "	}
...	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "	

# Appendix 46. Analysis.

## APPEN

### Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE (Class No.) Calendar year 1901 by half-years	5' 6"									
			1	2 (a)	3	4 (a)	4 (b).	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b)
			East Indian	Eastern Bengal	Bengal Central.	Bengal Nagpur	Rajput Rham- tari (2' 6")	Oudh and Rohil khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
PER 1,000 GROSS TON-MILES												
TABLE B.—LOCOMOTIVE												
138c	General superintendence (including office expenses) . . . . .	1st half 2nd "	0'09 0'09	0'13 0'11	0'18 0'11	0'19 0'10	0'42 0'44	0'12 0'11	0'12 0'13	0'10 0'13	0'15 0'19	0'15 0'14
139c	Running expenses . . . . .	1st half 2nd "	0'34 0'33	0'41 0'36	0'33 0'34	0'40 0'42	0'78 1'37	0'10 0'21	0'32 0'33	0'48 0'36	0'45 0'31	0'29 0'31
140c	Fuel . . . . .	1st half 2nd "	0'14 0'14	0'15 0'15	0'17 0'19	0'27 0'26	0'71 0'59	0'79 0'73	0'06 0'05	0'73 0'83	1'10 1'06	0'36 0'36
141c	Water . . . . .	1st half 2nd "	0'02 0'01	0'04 0'03	0'05 0'03	0'04 0'04	0'18 0'41	0'02 0'02	0'04 0'04	0'01 0'06	0'08 0'09	0'05 0'05
142c	Oil, tallow and other stores . . . . .	1st half 2nd "	0'06 0'06	0'01 0'07	0'07 0'04	0'08 0'07	0'16 ...	0'05 0'05	0'07 0'07	0'08 0'08	0'09 0'10	0'05 0'06
143c	Maintenance and renewal of locomotives . . . . .	1st half 2nd "	0'31 0'33	0'15 1'01	0'69 0'34	0'28 0'29	0'50 1'03	0'25 0'21	0'63 0'51	0'62 0'87	0'43 0'68	0'30 0'36
143 A	Maintenance and renewal of machinery, tools and plant . . . . .	1st half 2nd "	0'03 0'03	0'12 0'06	...	0'02 0'03	0'03 0'05	0'02 0'01	0'04 0'05	0'03 0'05	0'04 0'06	0'03 0'01
144c	Other charges (net) . . . . .	1st half 2nd "	0'11 0'10	0'07 0'05	0'04 0'01	0'27 1'29	0'22 2'05	0'21 0'21	0'14 0'24	0'18 0'21	0'16 0'21	0'11 0'12
145c	Total locomotive expenses . . . . .	1st half 2nd "	1'11 1'16	1'73 2'29	1'90 1'99	1'52 1'69	3'22 6'41	1'6 1'61	2'79 2'21	2'26 2'99	2'50 2'91	1'34 1'42
	Fuel consumed { coal lbs. { in terms of { wood    {	1st half 2nd " 1st half 2nd "	170'04 150'31 ...	172'20 167'10 ...	160'17 141'21 ...	163'05 157'04 ...	315'18 177'18 ...	160'22 1'001 ...	190'87 1'41'2 ...	152'10 1'099 ...	171'54 1'0071 ...	171'31 172'12 ...
PER TOTAL TRAIN-MILE.												
TABLE C.—CARRIAGE												
146c	General superintendence (including office expenses) . . . . .	1st half 2nd "	0'11 0'11	0'19 0'20	0'34 0'21	0'17 0'11	0'13 0'12	0'12 0'12	0'20 0'14	0'18 0'11	0'34 0'31	0'22 0'17
147c	Repairs and renewal of coaching vehicles . . . . .	1st half 2nd "	0'42 0'41	3'17 0'01	...	0'11 1'00	0'01 0'01	0 1'01	0'01 0'01	0'00 1'18	1'64 2'03	1'02 0'08
148c	Repairs and renewals of goods vehicles . . . . .	1st half 2nd "	1'31 1'41	1'30 2'49	0'00 0'03	0'00 0'15	0'17 0'22	0'51 0'41	2'01 0'01	1'16 1'59	2'66 2'71	0'61 0'45
149 A	Repairs and renewals of machinery, tool and plant . . . . .	1st half 2nd "	0'00 0'02	0'04 0'00	0'01 0'01	0'02 0'03	...	0'02 0'01	0'01 0'01	0'00 0'11	0'11 0'14	0'06 0'10
150c	Cleaning and oiling . . . . .	1st half 2nd "	0'21 0'22	0'01 0'00	0'33 0'01	0'14 0'10	0'13 0'10	0'12 0'10	0'15 0'13	0'40 0'47	0'64 0'61	0'32 0'34
150c	Other charges (net) . . . . .	1st half 2nd "	0'02 0'01	0'03 0'02	0'01 ...	0'01 0'01	...	0'02 0'02	0'01 0'01	0'01 0'01	0'05 0'01	0'00 0'00
151c	Total carriage and wagon expenses . . . . .	1st half 2nd "	2'00 2'22	5'50 4'20	1'33 1'57	1'23 2'05	0'25 1'11	1'71 1'92	3'01 2'41	2'71 3'07	5'45 5'08	2'28 1'94
PER 1,000 VEHICLE-MILES RUN BY ROAD VEHICLES.												
146b	General superintendence (including office expenses) . . . . .	1st half 2nd "	0'34 0'34	1'15 0'05	1'10 0'70	0'38 0'45	0'77 1'19	0'26 0'31	0'45 0'39	0'54 0'69	0'73 0'94	0'56 0'37
147b	Repairs and renewals of coaching vehicles † . . . . .	1st half 2nd "	4'20 3'20	23'34 8'15	2'16 4'3	3'13 6'72	1'16 0'01	5'41 7'07	5'40 7'20	10'18 12'20	11'91 12'75	12'16 9'50
148b	Repairs and renewals of goods vehicles † . . . . .	1st half 2nd "	4'64 5'57	6'47 10'53	2'34 2'03	2'01 1'04	—0'01 10'00	1'67 1'77	10'41 4'13	4'81 7'01	7'05 12'00	2'08 1'40
149 A	Repairs and renewals of machinery, tools and plant . . . . .	1st half 2nd "	0'01 0'00	0'11 0'15	0'13 0'05	0'01 0'01	...	0'05 0'02	0'10 0'11	0'10 0'35	0'24 0'36	0'14 0'23
149b	Cleaning and oiling . . . . .	1st half 2nd "	0'49 0'01	1'31 1'11	1'18 0'72	1'26 1'01	0'77 2'71	0'61 0'80	0'07 0'00	1'24 1'53	1'15 1'55	0'81 0'84
150b	Other charges (net) . . . . .	1st half 2nd "	0'0 0'02	0'07 0'02	0'04 0'01	0'03 0'17	...	0'04 0'05	0'16 0'10	0'03 0'03	0'12 0'09	...
151b	Total carriage and wagon expenses . . . . .	1st half 2nd "	1'30 1'20	16'27 11'25	4'8 4'36	4'07 6'04	1'45 5'13	3'74 5'14	10'64 8'70	8'31 11'39	11'54 15'24	5'69 4'65

\* The standard used is Kuruhara coal, except in the case of

† These two items are calculated respectively upon the coaching and goods vehicle-milage.

Appendix 46.  
Analysis.

## DIX 46—contd.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 31'														CAVAL.
11 (a) to (d)	12 (b) to (d)	13	14	15 (a) & (b)	16 (c) to (d)	17	18	19	20	21 (a)	22	23	24	Class No
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Kohil-kund and Kumaon.	Rajputana Malwa.	Jodhpur-Bikaner.	Udampur Chitaur.	Rajasthan-Godavari Punjab and Pithoragar.	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half years.	Serial number.
<b>EXPENSES—contd.</b>														
0'11 0'11	0'21 0'20	0'16 0'15	0'12 0'15	0'25 0'26	0'17 0'21	0'21 0'1	0'01 0'1	0'17 0'16	0'20 0'12	0'32 0'37	0'24 0'24	0'17 0'31	1st half 2nd "	133e
0'31 0'40	0'15 0'19	0'41 0'41	0'24 0'30	0'30 0'31	0'14 0'15	0'26 0'20	0'21 0'26	0'52 0'7	0'45 0'51	0'16 0'13	0'46 0'54	0'81 0'11	1st half 2nd "	139e
1'01 1'05	0'67 0'67	0'86 0'88	0'54 0'56	0'64 0'77	1'15 1'11	1'54 1'70	2'10 1'91	1'60 1'10	0'70 0'73	0'14 0'18	1'30 1'26	1'40 1'53	1st half 2nd "	140e
0'05 0'05	0'04 0'04	0'10 0'11	0'04 0'05	0'05 0'01	0'08 0'10	0'11 0'11	0'12 0'15	0'07 0'03	0'11 0'11	0'05 0'09	0'06 0'03	0'11 0'11	1st half 2nd "	141e
0'05 0'07	0'07 0'01	0'05 0'07	0'06 0'07	0'11 0'03	0'09 0'11	0'11 0'11	0'11 0'05	0'12 0'16	0'10 0'10	0'05 0'05	0'10 0'04	0'11 0'11	1st half 2nd "	142e
0'77 0'40	0'36 0'72	0'11 0'21	0'25 0'20	0'31 0'15	0'12 0'72	0'01 0'51	0'1 0'51	0'62 0'17	0'26 0'10	0'58 0'67	0'40 1'23	0'55 0'75	1st half 2nd "	143e
0'01 0'02	0'06 0'01	— 0'01	0'01 0'01	0'03 0'07	0'04 0'07	0'03 0'03	0'15 0'07	0'07 0'04	0'06 0'07	0'09 0'03	0'09 0'08	0'07 0'03	1st half 2nd "	143e
0'21 0'1	0'30 0'14	0'16 0'11	0'21 0'13	0'10 0'10	0'10 0'1	0'12 0'1	— 0'1	0'01 0'07	0'1 0'17	0'47 0'52	0'06 0'07	0'11 0'1	1st half 2nd "	144
2'67 37	2'06 2'50	2'15 2'10	1'41 1'51	1'01 2'10	2'50 3'10	3'51 3'21	3'62 1'1	3'31 3'01	2'26 2'11	3'00 3'30	3'07 1'1	3'61 4'14	1st half 2nd "	145e
1'200 11'001	277'0 195'0	190'64 171'13	191'57 183'10	— 111'70	146'05 131'30	108'45 101'72	191'11 115'1	197'41 169'77	230'06 235'30	192'12 16'08	170'44 167'36	246'07 275'15	1st half 2nd "	145e
<b>AND WAGON EXPENSES.</b>														
0'15 0'15	0'20 0'10	0'41 0'40	0'14 0'16	0'17 0'11	0'20 0'25	0'14 0'11	0'26 0'46	0'31 0'10	0'07 0'15	0'30 0'10	0'22 0'1	0'11 0'11	1st half 2nd "	146e
0'08 1'05	2'01 0'11	0'00 0'00	0'40 0'20	0'40 0'1	0'1 1'1	0'40 0'41	2'15 2'10	0'71 0'09	0'14 0'11	0'04 0'07	1'04 0'00	0'77 0'01	1st half 2nd "	147e
0'62 0'64	1'01 0'1	0'1 0'1	0'11 0'17	0'50 0'01	1'51 0'01	0'1 0'1	1'54 0'11	0'1 0'01	0'01 0'01	1'31 1'11	0'55 1'14	1'31 1'20	1st half 2nd "	148e
0'01 0'14	0'05 0'04	0'01 0'01	0'01 0'01	0'05 0'01	0'05 0'01	0'05 0'01	0'17 0'17	0'01 0'01	0'01 0'01	0'05 0'05	0'05 0'05	0'04 0'01	1st half 2nd "	149
0'11 0'11	0'21 0'1	0'1 0'1	0'27 0'27	0'1 0'1	0'1 0'1	0'17 0'17	0'11 0'11	0'26 0'26	0'26 0'26	0'14 0'14	0'26 0'26	0'14 0'14	1st half 2nd "	149e
0'12 0'17	0'01 0'01	0'01 0'01	0'02 0'02	0'02 0'02	0'02 0'02	0'02 0'02	0'02 0'02	0'01 0'01	0'01 0'01	0'01 0'01	0'01 0'01	0'01 0'01	1st half 2nd "	150e
2'17 2'03	3'10 2'05	2'41 2'01	1'16 1'12	2'01 0'1	3'10 0'1	1'01 1'12	5'02 4'15	1'12 1'12	0'51 0'01	2'15 1'15	2'10 1'10	2'11 2'11	1st half 2nd "	151e
0'50 0'47	0'81 0'1	1'05 1'05	0'11 0'11	0'14 0'11	0'42 0'11	1'01 0'11	1'30 0'00	0'10 0'17	0'21 0'54	0'01 0'02	0'70 0'01	0'07 0'00	1st half 2nd "	146e
1'04 3'45	7'1 4'75	5'25 4'71	2'15 1'72	6'41 5'41	0'04 1'11	3'18 1'11	10'11 1'11	1'87 1'04	1'24 1'05	8'01 7'50	6'21 5'1	5'16 5'32	1st half 2nd "	147e
2'11 2'07	5'11 4'55	1'57 1'11	1'10 2'02	2'01 0'1	4'11 0'15	1'1 1'11	17'67 2'11	1'30 1'10	0'15 0'43	6'02 6'12	5'01 8'1	4'05 5'12	1st half 2nd "	148e
0'11 0'14	0'15 0'13	0'03 —	0'01 0'11	0'11 0'11	0'11 0'11	0'15 0'07	1'04 —	0'15 0'10	0'05 0'1	0'15 0'11	0'17 0'24	0'02 0'16	1st half 2nd "	149
1'11 1'11	0'71 0'70	0'01 0'01	0'67 0'01	0'11 0'71	0'11 0'71	0'11 0'71	1'65 0'71	0'67 0'70	0'01 1'05	0'51 0'03	0'81 0'81	0'05 0'05	1st half 2nd "	146
0'42 0'50	0'10 0'17	0'12 0'05	0'04 —	0'01 0'1	0'01 0'1	0'01 0'01	0'11 0'11	0'04 —	— —	— —	— —	0'11 0'12	1st half 2nd "	150e
7'17 8'41	8'02 6'44	10'04 9'12	3'12 2'91	4'81 5'94	9'01 9'02	7'72 3'74	31'04 24'11	5'02 0'13	2'62 3'28	7'09 8'60	7'01 8'62	6'08 7'02	1st half 2nd "	151e

the Nizam's Guaranteed State railway, which uses Singari coal.

all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.



## Appendix 46. Analysis.

## APPEN

### ***Analysis of working of each railway***

**NOTE** — Three statistics are not

Serial number	PARTICULARS	Class No.	5'6"							TABLE D—TRAFFIC		
			1	2 (a)	3	4 (a)	4 (b)	5	7	1 (a) to (e)	9 (a) to (f)	10 (a) and (b)
			East Indian.	North Bengal.	Central.	Bengal Nagpur.	Rampur Dumka.	Coastal and Poonch.	North Western.	East Indian.	North Bengal and Central India.	The Nizam's Guaranteed State.
PER TOTAL TRAIN MILE.												
152 a	General superintendence (including office expenses)	1st half and 2nd "	0.5 0.6	1.3 1.5	1.05 0.9	0.9 0.7	0.10 0.1	0.63 0.6	0.61 0.5	0.46 0.4	0.80 0.6	0.60 0.45
153 a	Station staff	1st half and 2nd "	2.52 2.3	5.6 5.1	2.59 2.3	2.02 1.8	1.13 1.17	2.20 2.16	2.20 2.2	2.01 2.0	3.18 3.39	1.98 1.85
154 a	Train staff	1st half and 2nd "	1.00 1.01	1.1 0.9	0.70 0.51	0.60 0.55	0.45 0.42	0.67 0.70	0.4 0.1	1.07 1.19	0.87 0.81	0.75 0.72
155 a	Fuel, lighting, water and general stores	1st half and 2nd "	0.32 0.1	1.15 0.9	0.8 0.5	0.70 0.62	— —	0.58 0.57	0.59 0.47	0.3 0.15	0.51 1.07	0.55 0.60
156 a	Clothing	1st half and 2nd "	0.05 0.01	0.11 0.05	0.05 0.00	0.02 0.02	— —	0.04 0.02	0.05 0.01	0.03 0.01	0.10 0.10	0.08 0.10
157 a	Printing, stationery and tickets	1st half and 2nd "	0.13 0.1	0.23 0.3	0.08 0.09	0.13 0.21	0.31 —	0.16 0.2	0.20 0.22	0.25 0.20	— 0.13	0.22 0.27
158 a	Charges for delivery and collection of goods, etc.	1st half and 2nd "	0.01 0.01	0.0 0.0	— —	0.01 0.01	— —	0.01 0.01	— —	0.01 0.02	— —	— —
159 a	Miscellaneous expenses	1st half and 2nd "	0.0 0.0	0.05 0.0	0.05 0.0	0.0 0.0	— —	0.01 0.00	— 0.01	0.01 0.01	0.12 0.02	0.02 0.04
160 a	Payments to other lines	1st half and 2nd "	0.06 0.0	0.04 0.00	0.23 0.17	0.37 0.19	— —	0.15 0.13	0.07 0.0	0.11 0.13	0.06 0.07	0.10 0.10
161 a	Other charges (net)	1st half and 2nd "	— —	0.01 0.01	— —	0.01 0.01	— —	0.07 0.01	0.03 0.05	0.01 0.01	0.01 —	— —
162 a	Total traffic expenses	1st half and 2nd "	4.20 3.7	0.65 0.5	6.07 5.1	5.16 3.1	1.07 1.1	4.5 3.9	4.0 3.6	4.30 5.1	6.20 6.02	4.24 4.11
PERCENT ON TRAFFIC EXPENDITURE												
(Calculated on total of items 152 to 161)												
152 a	General superintendence (including office expenses)	1st half and 2nd "	0.1 0.9	1.1 1.1	1.17 1.1	1.1 1.1	0.1 0.1	1.2 1.1	1.04 1.0	0.60 0.6	0.75 1.0	0.56 0.6
153 a	Station staff	1st half and 2nd "	1.3 1.2	1.1 1.0	1.1 1.0	1.1 1.0	1.1 1.1	4.1 4.1	3.9 4.1	2.0 2.0	3.1 3.4	2.19 2.0
154 a	Train staff	1st half and 2nd "	1.3 1.3	1.1 1.1	1.1 0.9	1.1 1.1	1.1 1.1	1.2 1.1	1.2 1.1	1.1 1.1	0.5 1.0	1.08 1.0
155 a	Fuel, lighting, water and general stores	1st half and 2nd "	0.7 0.0	1.5 1.0	1.0 0.5	1.0 1.1	— —	1.14 1.1	1.0 1.1	0.7 1.5	0.7 1.4	0.70 0.6
156 a	Clothing	1st half and 2nd "	0.7 0.0	0.1 0.0	0.11 0.0	1.1 1.1	— —	0.7 0.1	1.0 1.0	0.05 0.0	1.10 1.1	0.02 0.15
157 a	Printing, stationery and tickets	1st half and 2nd "	0.3 0.3	0.3 0.3	1.1 1.0	0.3 1.0	1.1 —	0.2 0.3	0.2 0.2	0.3 —	1.1 0.3	0.12 0.10
158 a	Charges for delivery and collection of goods, etc.	1st half and 2nd "	0.0 0.0	0.0 0.0	— —	0.0 0.0	— —	0.0 —	— —	0.0 0.0	— —	— —
159 a	Miscellaneous expenses	1st half and 2nd "	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	— —	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0
160 a	Payments to other lines	1st half and 2nd "	0.0 0.0	0.0 0.0	0.2 0.1	0.3 1.1	— —	0.1 0.1	0.0 0.0	0.16 0.1	0.06 0.0	0.08 0.10
161 a	Other charges (net)	1st half and 2nd "	— —	0.01 0.01	— —	0.01 0.01	— —	0.07 0.01	0.03 0.05	0.01 0.01	0.01 —	0.01 —
162 a	Total traffic expenses	1st half and 2nd "	4.20 3.7	0.65 0.5	6.07 5.1	5.16 3.1	1.07 1.1	4.5 3.9	4.0 3.6	4.30 5.1	6.20 6.02	4.24 4.11
PERCENT ON TRAFFIC EXPENDITURE												
(Calculated on total of items 152 to 161)												
152 a	General superintendence (including office expenses)	1st half and 2nd "	0.1 0.9	1.1 1.1	1.17 1.1	1.1 1.1	0.1 0.1	1.2 1.1	1.04 1.0	0.60 0.6	0.75 1.0	0.56 0.6

**DIX 46—cont'd.**

## Appendix 46. Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

EXPENSES.														Class No.	Serial number.
(a) to (c).	(d) to (h).	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)
Madras	Eastern Bengal	Azamgarh	Bengal and North-Western	Bombay and Kutch	Central Provinces	Coastal Districts	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras
0.71	0.01	1.20	0.61	0.04	0.17	0.62	2.13	1.13	0.13	0.05	0.61	0.07	1st half	1520	1520
0.14	0.10	1.10	0.71	0.07	0.11	0.11	1.13	1.13	0.13	0.05	0.61	0.07	2nd "	1521	
2.00	2.12	3.71	0.13	1.46	1.17	1.03	2.47	2.51	1.17	1.18	1.94	2.04	1st half	1530	1530
2.07	2.11	3.00	1.01	1.01	2.41	1.11	1.11	1.11	1.11	1.11	1.71	2.13	2nd "	1531	
0.61	0.57	0.61	0.41	0.01	0.01	0.21	0.11	0.41	0.01	0.01	0.41	0.61	1st half	1540	1540
0.01	0.57	0.01	0.49	0.01	0.01	0.01	0.11	0.01	0.01	0.01	0.41	0.61	2nd "	1541	
0.70	0.15	0.11	0.41	0.01	0.41	0.11	0.11	0.41	0.01	0.41	0.41	0.41	1st half	1550	1550
0.53	0.12	0.11	0.11	0.01	0.11	0.11	0.11	0.11	0.01	0.11	0.11	0.11	2nd "	1551	
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	1st half	1560	1560
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	2nd "	1561	
0.13	0.16	0.16	0.21	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	1st half	1570	1570
0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	2nd "	1571	
0.01	0.01	0.01	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	1st half	1580	1580
0.01	0.01	0.01	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	2nd "	1581	
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	1st half	1590	1590
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	2nd "	1591	
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	1st half	1600	1600
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	2nd "	1601	
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	1st half	1610	1610
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	2nd "	1611	
4.11	5.11	1.11	1.11	1.11	1.11	1.11	6.11	1.11	1.11	1.11	4.11	1.11	1st half	1620	1620
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1621	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1630	1630
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1631	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1640	1640
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1641	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1650	1650
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1651	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1660	1660
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1661	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1670	1670
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1671	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1680	1680
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1681	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1690	1690
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1691	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1700	1700
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1701	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1710	1710
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1711	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1720	1720
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1721	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1730	1730
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1731	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1740	1740
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1741	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1750	1750
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1751	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1760	1760
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1761	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1770	1770
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1771	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1780	1780
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1781	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1790	1790
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1791	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1800	1800
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1801	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1810	1810
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1811	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1820	1820
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1821	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1830	1830
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1831	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1840	1840
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1841	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1850	1850
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1851	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1860	1860
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1861	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1870	1870
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1871	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1880	1880
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1881	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1890	1890
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1891	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1900	1900
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1901	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1910	1910
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1911	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1920	1920
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1921	
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1st half	1930	1930
1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	2nd "	1931	
1.11	1.11	1.11	1.11	1.11	1.11	1.11									

# Appendix 46.

## Analysis.

# APPEN

## Analysis of working of each railway

NOTE.—These statistics are not

Serial number	PARTICULARS	Gauge Class No.	5' 6".									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (c)	9 (a) to (f)	10 (a) and (b)
			For Indian	For Bengal	Bengal Central	Bengal Nagpur	Rajput Bhambhara (2' 6")	Odisha and Rohilkhand	North Western	Great Indian Peninsula	Bombay, Baroda and Central India	The Nizam's Guaranteed State

TABLE E.—GENERAL												
163a	Home expenditure . . . . .	Annual	1st half 0'035	0'27	1'95	1'04	0'05	0'09	0'12	0'41	0'26	0'78
		2nd "	0'35		1'45	1'01	1'11			0'49	0'23	0'70
164a	Agent's office—salaries and expenses . . . . .	Annual	1st half 0'011	0'01	1'00	0'37		0'20	0'16	0'17	0'23	0'36
		2nd "	0'11	0'11	1'02	0'13		0'11	0'10	0'19	0'21	0'27
165a	Audit, accounts and pay office . . . . .	Annual	1st half 0'45	0'75	1'67	0'84	0'07	0'62	0'52	0'01	0'43	1'29
		2nd "	0'20	0'71	1'11	0'79		0'10	0'11	0'01	0'21	1'01
166a	Stores Department . . . . .	Annual	1st half 0'16	0'06	0'52	0'19		0'11	0'11	0'19	0'37	0'14
		2nd "	0'11	0'02	0'13	0'11		0'11	0'11	0'19	0'20	0'19
167a	Medical . . . . .	Annual	1st half 0'14	0'20	0'14	0'24		0'11	0'11	0'12	0'21	0'16
		2nd "	0'11	0'18	0'11	0'21		0'10	0'11	0'12	0'21	0'16
168a	Rents and miscellaneous . . . . .	Annual	1st half 0'21	0'11	0'01	0'26		0'18	0'15	0'11	0'15	0'54
		2nd "	0'11	0'11	0'21	0'10	0'01	0'17	0'11	0'19	0'14	0'51
169a	Police . . . . .	Annual	1st half 0'18	0'16	0'41	0'18	0'01	0'15	0'19	0'22	0'14	0'46
		2nd "	0'19	0'15	0'01	0'10	0'10	0'15	0'19	0'20	0'14	0'51
170a	Advertising . . . . .	Annual	1st half 0'01	0'01	0'01	0'02		0'01	0'01	0'01	0'01	0'01
		2nd "	0'01	0'01	0'01	0'01		0'02	0'01	0'01	0'01	0'01
171a	Electric telegraph . . . . .	Annual	1st half 0'57	0'01	0'01	1'11	0'01	0'11	0'74	0'16	1'00	0'21
		2nd "	0'01	0'01	0'71	1'10	0'11	0'11	0'71	0'71	1'11	0'21
172a	Other charges (net) . . . . .	Annual	1st half 0'01	0'01	0'01	0'01			0'01	0'01	0'01	0'01
		2nd "	0'01	0'01	0'01	0'01			0'01	0'01	0'01	0'01
173a	Total general charges . . . . .	Annual	1st half 0'01	2'17	7'05	4'20	1'00	2'11	2'15	2'41	3'76	4'40
		2nd "	0'01	2'01	5'01	1'11	2'01	2'11	2'05	2'09	3'46	4'11
PER CENT ON TOTAL EARNINGS												
163b	Home expenditure . . . . .	Per cent	1st half 0'050	0'47	3'10	1'71	4'45	0'16	0'19	0'01	0'24	1'10
		2nd "	0'01	0'47	0'11	1'01	4'01	0'10	0'19	0'01	0'31	1'01
164b	Agent's office—salaries and expenses . . . . .	Annual	1st half 0'15	0'01	2'06	0'62		0'11	0'27	0'21	0'31	0'56
		2nd "	0'17	0'07	1'01	0'61		0'11	0'27	0'31	0'31	0'51
165b	Audit, accounts and pay office . . . . .	Annual	1st half 0'05	1'02	2'01	1'17	0'11	1'11	0'11	0'70	0'86	1'81
		2nd "	0'01	1'01	1'01	1'11	0'11	1'10	0'11	1'14	1'09	1'11
166b	Stores Department . . . . .	Annual	1st half 0'14	0'01	0'51	0'21		0'11	0'21	0'14	0'41	0'11
		2nd "	0'11	0'01	0'51	0'11		0'11	0'21	0'14	0'41	0'11
167b	Medical . . . . .	Annual	1st half 0'01	0'14	0'21	0'11		0'11	0'21	0'14	0'21	0'11
		2nd "	0'01	0'14	0'21	0'11		0'11	0'21	0'14	0'21	0'11
168b	Rents and miscellaneous . . . . .	Annual	1st half 0'11	0'01	1'11	0'14		0'11	0'21	0'14	0'11	0'75
		2nd "	0'11	0'01	1'11	0'14		0'11	0'21	0'14	0'11	0'75
169b	Police . . . . .	Annual	1st half 0'07	0'27	0'01	0'30	0'21	0'01	0'21	0'11	0'11	0'02
		2nd "	0'21	0'01	0'01	0'11	0'11	0'01	0'21	0'11	0'11	0'02
170b	Advertising . . . . .	Annual	1st half 0'01	0'02	0'04	0'04		0'01	0'01	0'01	0'01	0'01
		2nd "	0'01	0'01	0'04	0'04		0'01	0'01	0'01	0'01	0'01
171b	Electric telegraph . . . . .	Annual	1st half 0'11	1'57	1'51	1'71	2'01	1'01	1'11	0'04	0'11	0'71
		2nd "	0'01	1'11	1'11	1'11	1'11	1'11	1'11	1'11	1'11	0'11
172b	Other charges (net) . . . . .	Annual	1st half 0'01	0'01	0'01	0'01			0'01	0'01	0'01	0'02
		2nd "	0'01	0'01	0'01	0'01			0'01	0'01	0'01	0'02
173b	Total general charges . . . . .	Annual	1st half 0'11	5'09	12'16	6'11	7'01	4'11	3'16	3'46	5'46	6'17
		2nd "	0'11	3'01	5'01	8'11	11'01	1'11	3'16	3'46	4'74	5'10
PER CENT ON GROSS EARNINGS												
174	Law charges . . . . .	Per cent	1st half 0'01	0'01	0'18	0'01		0'01		0'02	0'01	0'01
		2nd "	0'01	0'01	0'11	0'01		0'01		0'01	0'01	0'01
175	Compensation . . . . .	Annual	1st half 0'01	0'01	0'01	0'01		0'01	0'12	0'20	0'19	0'01
		2nd "	0'17	0'07	0'11	0'11		0'15	0'10	0'31	0'17	0'01
176	Rates and taxes . . . . .	Annual	1st half 0'11	0'21	0'12	0'10		0'01	0'10	0'00	0'11	0'01
		2nd "	0'13	0'20	0'11	0'11		0'01	0'10	0'19	0'12	0'01
177	Payments to other lines . . . . .	Annual	1st half 2'05	0'01	4'76	1'10		1'20	0'27	0'03	0'17	0'16
		2nd "	1'03	0'01	5'46	2'09		0'20	0'21	1'04	0'00	0'16
178	Other charges (net) . . . . .	Annual	1st half 0'11	1'04	0'06	1'15	1'01	0'11	0'11	0'01	1'06	0'89
		2nd "	0'11	0'07	0'57	1'41	1'01	0'11	0'11	1'27	0'04	1'02
179	Total special and miscellaneous expenses . . . . .	Annual	1st half 0'01	1'89	5'84	3'40	1'02	2'06	1'12	2'09	1'54	0'02
		2nd "	0'01	2'17	6'56	2'53	1'01	1'01	1'12	2'09	1'54	1'04

\* Including cost of Government controlling establishment.

## DIX 46—contd.

Appendix 46.  
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 3 1/2".													GAUGE.	Serial number.
11 (a) to (c)	12 (b) to (d)	14	16	17 (a) & (b) to (c)	18	19	20	21 (c)	21	23	24	Class : No		
Madras.	Eastern Bengal.	Arum-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jharkpur-Bikaner.	Udaipur-Chitro.	Ridevagar-Gundal-Jandagrad-Porbandar.	Hyderabad (Addavari Valley).	Southern Maharashtra.	South Indian.	Burma.	Calendar year 1901 by half-years.	
CHARGES.														
0'28 0'29		2 26 2 75	0'48 0'54	0'85 0'01	0'15 0'24	...	...	0'16 0'15	0'40 1 00	0'88 0'96	0'43 0'44	0'85 0'91	1st half 2nd "	163a
0'27 0'28		0'75 0'67	0'19 0'19	0'17 0'45	0'13 0'20	...	2 68 1 81	0'77 0'55	0'23 0'38	0'24 0'32	0'25 0'25	0'22 0'21	1st half 2nd "	164a
0'64 0'67		2'46 2 31	0'70 0'78	1'01 1'14	0'55 0'12	0'73 0'57	1'28 1 30	1 61 1 52	0 81 1 41	0'77 0'66	0'77 0'74	0'55 0'61	1st half 2nd "	165a
0'15 0'10		0'70 0'72	0 00 0 10	0 15 0'30	0'20 0'27	0'11 0 12	0'10 0 13	0'15 0'41	0'11 0 19	0'20 0'22	0 22 0 20	0'17 0'20	1st half 2nd "	166a
0'13 0'13		0'41 0'40	0'00 0 11	0 08 0 10	0 12 0 10	0 07 0 08	0'20 0 28	0'38 0 44	0 22 0 22	0 16 0 17	0'15 0 15	0'14 0 15	1st half 2nd "	167a
0'10 0'10		0'32 0 20	0'13 0 13	0 16 0 12	0 21 0'20	0'06 0 11	0 47 0 29	0 44 0 29	0'33 0 36	0 18 0 21	0'17 0 18	0 17 0 17	1st half 2nd "	168a
0 17 0 20		0'41 0 10	0 23 0 24	0'14 0 38	0'26 0 35	0 08 0 10	...	1'02 1 18	0'53 0 25	0'41 0'68	0'25 0 24	0 46 0 35	1st half 2nd "	169a
0'02 0'02		0'04 0 02	0'01 0 01	0'01 0 01	...	...	...	0 01 0 01	0'01 0 01	0 01 0 01	0'01 0 01	0 01 ...	1st half 2nd "	170a
0'78 0 70		1'61 1 56	0'68 0 04	0 70 0 71	0'50 0 85	0'83 0 81	0'80 0 95	1'24 1 30	0 66 0 1	1'00 1 10	0'58 0 05	0 74 0 75	1st half 2nd "	171a
0'15 0 11		...	...	...	...	...	...	...	...	0'02 ...	...	0'01 ...	1st half 2nd "	172a
2'60 2 77		2 06 2 10	2'65 2 59	4'26 4 11	2'21 3 02	1 85 1 93	5 74 4 72	5 68 6 01	3'19 5 01	3 97 4 51	3'20 3 09	3 31 3 46	1st half 2nd "	173a
Included with the 5' 6" gauge.														
0'50 0 52		4'10 5 31	0'04 1 33	0'16 1 50	0 24 0 36	...	...	0 25 0 24	1'10 2 48	2 00 2 52	0'85 0 17	1'40 1 91	1st half 2nd "	163b
0'48 0 51		1 16 1 16	0 0 0 10	0 73 0 75	0 31 0 31	...	3 74 2 78	1 10 1 07	0 40 0 40	0 58 0 80	0'10 0 50	0'38 0 43	1st half 2nd "	164b
1'12 1 23		4 46 4 69	1'51 1 51	2'00 2 12	0'86 1 00	1'83 1 30	1'77 1 97	2'41 2 55	1'42 3 52	1 92 2 20	1 54 1 1	0'94 1'27	1st half 2nd "	165b
0'27 0 18		1'29 1 46	0'17 0 24	0 40 0 72	0'13 0 13	0'28 0 27	0 7 0 1	0'54 0 79	0 25 0 47	0'47 0 48	0'14 0 40	0'30 0 42	1st half 2nd "	166b
0'22 0 24		0'78 0 55	0 16 0 24	0 16 0 38	0'18 0 25	0 17 0 17	0 40 0 1	0'60 0 85	1'48 0 78	0'37 0 40	0 70 0 3	0 24 0 32	1st half 2nd "	167b
0'17 0 18		0'57 0 11	0 27 0 31	0 72 1'00	0'32 0 40	0 15 0 10	0 66 0 45	0'64 0 77	0'71 0 92	0'41 0 5	0'15 0 30	0 30 0 30	1st half 2nd "	168b
0'20 0 53		0 73 0 71	0 46 0 40	0 68 0 70	0'41 0 55	0 12 0 24	...	1 61 2 31	1'17 1 15	0 06 1 70	0'50 0 40	0'79 0 74	1st half 2nd "	169b
0'04 0 01		0'07 0 04	0 02 0 02	0'02 0 04	0 01 0 01	...	...	0'01 0 01	0 02 0 01	0'01 0 01	0 02 0 01	0 02 0 01	1st half 2nd "	170b
1'37 1 30		2 03 3 21	1'35 1 56	1'10 1 60	0 03 1 34	2'07 1 84	1 30 1 40	1'04 2 67	1'48 1'84	2 17 2 01	1'16 1 28	1'27 1 50	1st half 2nd "	171b
0'27 0 23		...	...	...	0'01 ...	...	...	...	...	0 05 0 01	0 07 0 02	...	1st half 2nd "	172b
4'73 5'04		16'28 15 57	5 26 6 32	8'44 10'01	3'49 4 74	4'72 4 19	8 20 7 31	0'11 12 94	7'44 12 47	0'17 11 07	6'40 6 50	5 70 7 05	1st half 2nd "	173b
MISCELLANEOUS EXPENSE.														
0'03 0 01		0 10 0 09	0'02 0'00	0'05 0 11	0'02 0 01	...	...	0'02 ...	0 02 0 05	0'06 0'05	...	0'01 0'01	1st half 2nd "	174
0'07 0 12		0 04 0 01	0 08 0 09	0'02 0 07	0 10 0 37	0'04 0 09	0'17 0 06	0 11 0 10	...	0 05 0 06	0'01 0 01	0'02 0'00	1st half 2nd "	175
0'15 0'19		0'05 0'43	0'04 0'05	0'01 0 01	0'11 0 12	...	...	0'01 ...	0 02 0'02	0'07 0'16	0'10 0 17	0'08 0'50	1st half 2nd "	176
0 81 0'45		...	0'04 ...	0'01 ...	0'17 0'30	1'51 1'59	0 79 2 45	0'30 0'21	0'19 0'10	0'13 0'10	0'10 0'09	...	1st half 2nd "	177
1'17 1'24		1'38 1 81	1'38 0'03	0'41 0 53	0'57 0'17	0 23 0 28	1 13 0 36	0'09 1 09	0'18 1 08	1'24 1 97	0'38 0'62	0'28 1 05	1st half 2nd "	178
2'23 2'01		1'01 2'34	1'36 2'28	0'52 0'72	1'06 0'87	1'80 1'06	2 69 2 87	1'44 1 43	0'81 1'36	1'55 2 34	0'88 0 90	0'90 1 04	1st half 2nd "	179

P. T. O.

# Appendix 46. Analysis.

## APPEN

### Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class No. Calendar year run by this gauge.	Miles										
			1	2	3	4	5	6	7	8	9	10	11
			East India.	Bengal Nagpur.	Bombay Central.	Bombay Nagpur.	Bombay Central.	Bombay Nagpur.	Bombay Central.	Bombay Nagpur.	Bombay Central.	Bombay Nagpur.	Bombay Central.
FROM APPENDIX I													
180	Average number of locomotives on the line	No.	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
181	Average mile run per locomotive per annum.	Miles.	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
182	lbs. coal per engine-mile (total burning engines)—		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
183	Goods		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
184	Mixed		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
185	Coaching		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
186	Goods		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
187	Mixed		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
188	Average gross weight of trains—	7 tons	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
189	Goods		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
190	Mixed		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
191	Coaching		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
192	Goods		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
193	Mixed		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
194	Average mile run per coaching vehicle, including brakes	Miles.	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
195	Goods ditto ditto		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
196	Wood		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
197	Iron		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
198	Percentage of removals—	Per cent.	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half
199	Iron		1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half

\* For through speed of express goods trains to 90 mile per hour.

† Includes duplicate sleepers only.

‡ Total iron and steel sleepers.

§ Indian Midland railway only.

¶ Bombay, Baroda and Central India railway only.

\*\* Total wood, iron and steel.

## DIX 46—concl'd.

Appendix 46.  
Analysis.

(by systems) during each half-year of 1901—concl'd.

AS APPENDICES TO THE ANALYSIS.  
prepared by the railways not shown.

11 (a) to (c)	12 (b) to (d)	13	14	15 (e) to (f)	16 (g) to (h)	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	12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## **HISTORY OF RAILWAYS.**

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**Appendix 47.**  
History of railways.

**APPEN***History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
	<b>AGRA-DELHI CHORD—</b> (5' 6" gauge.)				
	Agra to Delhi . . . . .	15-9-98	...	121'16	
	<b>TOTAL, AGRA-DELHI CHORD</b> .	...	...	...	121'16
9 (i)	<b>AHMEDABAD-PARANTIJ—</b> (See Bombay, Baroda and Central India system.)				
6 (d)	<b>ALLAHABAD-FYZABAD—</b> (See Oudh and Rohilkhand system).				
8 (c)	<b>AMRAOTI—</b> (See Great Indian Peninsula ... ..)				

DIX 47.

Appendix 47  
History of railways

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Agra-Delhi Chord—

*General remarks.*—Although the line has been sanctioned for construction, commencement of work has been postponed pending the settlement of other questions.

**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
<b>14 (a)</b>	<b>ASSAM-BENGAL SYSTEM—</b> (3' 3½" gauge.)				
	<i>Main line—</i>				
	Chittagong Port to Chittagong . . . . .	28-5-91	3-11-95	1'73	425'51
	Chittagong to Feni . . . . .		1-7-95	56'90	
	Feni to Comilla . . . . .		1-7-95	39'10	
	Comilla to Akhaura . . . . .		1-1-96	29'41	
	Akhaura to Karimganj* . . . . .		*4-12-96	115'00	
	Karimganj to Badarpur* . . . . .		*4-12-96	12'00	
	Badarpur to Damchara . . . . .		23-4-99	18'50	
	Lumding to Nazira . . . . .		1-1-01	142'20	
	Nazira to Lakwa . . . . .		15-11-01	10'75	
	Total Main line . . . . .	...	...	...	425'51
	<i>Branches—</i>				
	Laksam to Chandpur . . . . .	28-5-91	1-7-95	31'62	163'62
	Badarpur to Katta Khal . . . . .		13-6-98	6'27	
	Katta Khal to Silchar . . . . .		8-11-98	12'35	
	Gauhati to Gauhati Ghât . . . . .		1-1-00	1'22	
	Gauhati to Jamuna Mukh . . . . .		1-1-07	74'50	
	Jamuna Mukh to Laila . . . . .		2-1-99	10'35	
	Lanka to Lumding (temporary station) . . . . .		1-3-99	15'21	
	Lumding (temporary station) to Lumding . . . . .		20-2-00	3'10	
	Total Branches . . . . .	...	...	...	163'62
	TOTAL OPEN MILEAGE, ASSAM-BENGAL . . . . .	..	...	...	589'21
	<i>Lines under construction or sanctioned for construction—</i>				
	<b>ASSAM-BENGAL—</b>				
	Damchara to Lumding . . . . .	28-5-91	† 1-6-02	155'24	
	Lakwa to Tinsukia . . . . .		† 31-12-02		
<b>14 (b)</b>	<b>NOAKHATA (BENGAL)—</b>				
	Laksam to Ichalkhali . . . . .	6-4-01	† 15-12-02	34'95	
	Total Lines under construction . . . . .	...	...	...	190'19
	GRAND TOTAL, ASSAM-BENGAL SYSTEM . . . . .	...	...	...	779'40

\* Closed for repairs after the earthquake of 18th June 1897 and

Akhaura to Srimangal . . . . .  
Srimangal to Kalaura . . . . .  
Kalaura to Karimganj . . . . .  
Karimganj to Badarpur . . . . .

† Probable dates of opening; but there seems little probability

on the 31st December 1901, alphabetically arranged.

## REMARKS.

1. Lines comprising system.—The Assam-Bengal railway system is made up of—

	Open line. Miles	Under construction Miles.	Total Miles.
(a) Assam-Bengal railway (3' 3½" gauge) . . . . .	589'21	155'24	744'45
(b) Noakhali (Bengal) railway (3' 3½" gauge) . . . . .	---	34'95	34'95
Total . . . . .	589'21	190'19	779'40

## 2. Assam-Bengal railway—

(a) The Assam-Bengal railway is worked under the following contract—

*Contract of—*26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

(b) The general conditions of the contract are as follows—

(i) *Government aid.*—Government guaranteed interest in sterling at 3½ per cent. on the Company's share capital of £ 1,500,000 till 30th June 1898, and thereafter at 3 per cent. Land was also provided free of charge.(ii) *Terms of contract.*—The contract provides that the Company raise £ 1,500,000, and that any further money required be either supplied by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal, (with the exception of moneys paid against interest on the Company's share capital and monies applied from net earnings) are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.(iii) *Currency of contract.*—Government may determine the contract, by giving 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or the line is worked at a loss. On the determination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.(iv) *Power of Company to surrender contract.*—Nil.(v) *Terms of working.*—The net earnings to be applied in payment of—

The dividend in respect of interest paid on debenture capital, provided that if the Company's share capital is not less than 1/10th of the total capital expenditure, the rate of interest received under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital.

The equivalent in respect of guaranteed interest paid to the Company in respect of share capital. Interest on the capital contributed or deemed to be contributed by Government at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceed 1/10th of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement, and

The residue to Government and the Company in the ratio of their respective capital expenditure.

(vi) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.(vii) *General remarks.*—As it was considered that railway communication with Bengal and Assam was a matter of urgency, the construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was subsequently formed in England in April 1893 and absorbed the Assam-Bengal State railway.

## 3. Noakhali (Bengal) railway—

(a) The Noakhali (Bengal) railway is worked under the following contracts—

*Contract of—*27th March 1901 [between the Secretary of State and the Noakhali (Bengal) Railway Company] for construction of the line.

27th March 1901 [between the Assam-Bengal Railway Company, and the Noakhali (Bengal) Railway Company,] for working the line

reopened as follows—

• 20-7-97  
• 24-7-97  
• 8-8-97  
• 18-10-97

of the hill section being opened at the expected date (1-6-98).

P. T. O.

**Appendix 47.**  
History of railways.

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*History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
14 (a)	ASSAM-BENGAL SYSTEM—concluded.				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 3. Noakhali (Bengal) railway—concluded.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid.*—If the net earnings in any half-year are less than Rs. 30,000, Government allow as rebate a sum not exceeding one-half of the gross earnings of such half-year of the Assam-Bengal railway from interchanged traffic (except stores) as will, together with the net earnings of the Company, make up an amount equal to Rs. 30,000. Land also has been provided free of charge.

(ii) *Terms of contract.*—The Company's share or stock capital is limited to £1,30,000, which cannot be increased without the sanction of the Secretary of State and of the working agency, but the Company can raise money at a reasonable rate of interest for *bona-fide* temporary purposes.

(iii) *Currency of contract.*—The Secretary of State may, by giving notice and by paying to the Company in India the value of the said railway, works, plant, machinery and stores, determine the contract, if the Company fail to comply with their obligations under the contract. The Secretary of State may, by giving twelve months' notice, determine the contract, either on the 31st December 1922 or on the 31st December in the last year of any subsequent period of ten years, on paying to the Company in India a sum equal to twenty-five times the average yearly net earnings during the three years immediately preceding, provided that the amount so payable shall not exceed by more than 20 per cent the balance on the Capital Account of the Company, or be less than such balance.

(iv) *Terms of working.*—The gross earnings are to be applied in payment—

To the credit of the Provident Institution of the Assam-Bengal railway of a sum equal to one-half of 1 per cent. of the total gross earnings;

Of Rs. 25 per mile open per week of the new railway maintainable by the Company;

Of Rs. 35 per mile open per week of the new railway not maintainable by the Company, and

Of all moneys paid or payable to the Secretary of State for the supervision of such mileage during such half-year;

The residue to be paid over to the Company as the net earnings of the new railway.

(v) *Rates and fares.*—The rates and fares to be fixed from time to time by the Secretary of State after consultation with the working agency, within the maxima and minima for the time being in force on the Assam-Bengal railway.

## 4. Details of construction—

(a) *Permanent-way.*—The line is laid with 50 lb. rails on sal and pyinkado sleepers.

(b) *Ballast.*—The ballast consists of broken brick, stone and laterite.

(c) *Tunnels.*—The following are the tunnels of 500 feet length and over.—tunnel between Bihera and Damchura 671 feet, tunnel between Harangajao and Jatinga, 596 feet, tunnel between Harangajao and Jatinga, 815 feet, tunnel between Harangajao and Jatinga, 843 feet; tunnel between Hasanghaju and Norehangla, 1,907 feet, tunnel between Hasanghaju and Norehangla, 500 feet, tunnel between Hasanghaju and Norehangla, 880 feet, and tunnel between Mupa and Lungting, 700 feet. There are 14 other tunnels, varying from 156 feet to 487 feet in length, aggregating 4,583 feet.

(d) *Bridges.*—The following are the important bridges of 1,000 feet length and over.—Brak (between Badarpur and Bihera), 230 feet, Kopili (between Jagiroud and Dharamtul), 1,380 feet; and Dihing (between Naharkatiya and Bordubi), 1,050 feet.

(e) *Fencing.*—The open line, with the exception of 8 miles between Barlekha and Latu and the section Lakwa to Gauhati ghât, is fenced. There is also a short length of fencing out of Gauhati.

(f) *Curves.*—On the hill section the curves vary from 573 feet to 955 feet in radius. On the rest of the line, there are no curves under a radius of 1,000 feet.

(g) *Gradients.*—The total open mileage of section I, *vis.*, from Chittagong Port to Badarpur, Laksam to Chandpur and Badarpur to Silchar, is 304.38 miles, of which 13.88 miles are on a gradient of 1 in 150 or steeper. The total open mileage of section II, *vis.*, from Badarpur to Lumding, is 18.50 miles, of which 1.38 miles are on a gradient of 1 in 65 or steeper. The total open mileage of section III, *vis.*, from Lumding to Tinsukia and Lumding to Gauhati ghât, is 266.33 miles, of which 18.05 miles are on a gradient of 1 in 100 or steeper.

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History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
26 (a)	<b>BARSI LIGHT.—</b> (2' 6" gauge.)				
	Barsi Junction to the town of Barsi . . . . .	1-8-95	1-3-97	21.59	
	TOTAL, OPEN MILEAGE .				21.59
	<i>Lines under construction or sanctioned for construction—</i>				
	Barsi Junction to Pandharpur . . . . .	6-1-98	} ... {	30.67	
	Barsi town to Tadwala . . . . .	29-11-00		26.70	
	Total Lines under construction .				57.37
	TOTAL, BARSİ LIGHT .				78.96

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Barsi Light railway—

(a) The Barsi Light railway is worked under the following contract:—

*Contract of*—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows.—

(i) *Government aid*.—The Company is allowed the use of the road between Barsi Town and Barsi Road station only.

(ii) *Currency of contract*.—Government may determine the contract on the 1st January 1917, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, Government are to pay the Company in England in sterling an amount equal to the total paid-up capital, so far as such capital expended with the authority of the Secretary of State.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

2. Details of construction—

(a) *Permanent-way*.—Steel flat-footed rails 35 lb. to the yard on steel sleepers.

(b) *Ballast*.—Partly of broken stone and partly of hard moorum.

(c) *Fencing*.—An efficient fencing is provided for a short distance on either side of level crossings, at bridges and round Barsi Road Junction and Barsi Town stations.

(d) *Curves*.—There are four curves of less than 1,000 feet radius.

(e) *Gradients*.—Of a total open mileage of 21.59 miles, 3.46 miles are on a gradient of 1 in 100 or steeper.



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## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
26(a)	<b>BENGAL AND NORTH-WESTERN SYSTEM— (3 3/4" gauge.)</b>				
	<b>COMPANY'S SECTION—</b>				
	<b>Main line—</b>				
	Sonepur to Mankapur . . . . .	18-5-82	15-1-85	218'50	247'94
	Mankapur to Nawabganj . . . . .		2-3-84	14'00	
	Nawabganj to Ajodhya . . . . .		1-12-84	6'10	
				238'60	
	<b>Loop line—</b>				
	Sonepur to Dunwarchak . . . . .	18-5-82	15-1-85	9'34	
	<b>Total Main and Loop lines.</b>	...	...	...	
	<b>Branches—</b>				
	<b>Uska Bazar branch—</b>				
	Gorakhpur to Uska Bazar . . . . .	3-8-85	15-12-86	39'58	
	<b>Naipalganj Road branch—</b>				
	Mankapur to Bahraich . . . . .	18-5-82	2-1-84	55'00	495'06
	Bahraich to Naipalganj Road . . . . .		15-12-86	33'98	
				88'98	
	<b>Revelganj branch*—</b>				
	Chupra to Revelganj . . . . .	Nov. 1889	15-4-91	7'34	
	<b>Bahramghat branch*—</b>				
	Gonda to Colonelganj . . . . .	Nov. 1889	29-10-91	17'75	
	Colonelganj to Jarwal Road . . . . .		1-2-92	10'30	
				28'05	
	<b>Burhwal branch*—</b>				
	Jarwal Road to the west bank of the Gogra river . . . . .	10-1-95	18-12-96	2'63	743'00
	Gograhat to Ganeshpur . . . . .		24-12-98	3'27	
	Chawkaghat to Burhwal . . . . .		24-11-96	4'12	
				10'02	
	<b>Tulsipur branch*—</b>				
	Gonda to Balrampur . . . . .	10-1-95	15-12-96	22'00	
	Balrampur to Tulsipur . . . . .		1-6-98	19'00	
				41'00	
	<b>Katarnian ghât branch*—</b>				
	Nanpara to Mohinpurwa . . . . .	10-1-95	15-12-96	15'00	
	Mohinpurwa to Katarnian ghât . . . . .		25-3-98	27'08	
				42'08	
	<b>Turtipur branch*—</b>				
	Bhatni to Turtipur . . . . .	10-1-95	15-12-96	17'14	743'00
	Salimpur to Bhatni . . . . .		1-12-97	12'77	
				29'91	
	<b>Gan. &amp; Gogra Doab lines†—</b>				
	Turtipur to Mau . . . . .	...	8-6-98	24'20	
	Mau to Benares . . . . .	...	15-3-99	58'06	
	Mau to Azamgarh . . . . .	...	8-6-98	27'15	
	Kopagan Road to Ballia . . . . .	...	15-3-99	37'61	
	Ballia to Chand-Bears Ghât . . . . .	...	12-5-99	29'00	
	Revelganj to Man li Ghât . . . . .	...	1-4-99	3'71	
	Aunihar to Ghazipur . . . . .	...	15-3-99	28'37	
				208'10	
	<b>Total Branches</b>	...	...	...	495'06
	<b>TOTAL OPEN MILEAGE, COMPANY'S SECTION</b>	...	...	...	743'00
	<b>Carried over</b>	...	...	...	743'00

\* † Refer to passages under "Remarks," see opposite page.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The Bengal and North-Western railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Bengal and North-Western railway (3' 3½" gauge) . . . . .	534'90	1'00	535'90
(b) Ganges-Gogra Doab extensions (3' 3½" gauge) . . . . .	208'10	66'00	274'10
(c) Tirhoot State railway (3' 3½" gauge) . . . . .	519'10	30'47	549'57
(d) Sagauli-Raxaul railway (3' 3½" gauge) . . . . .	18'00	...	18'00
Total . . . . .	1,284'10	97'47	1,377'66

## 2. Bengal and North-Western and Tirhoot State railways—

(a) The Bengal and North-Western and Tirhoot State railways are worked under the following contracts:—

*Contracts of*—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

18th July 1890.—Contract for the taking over and working of the Tirhoot State railway.

19th December 1894.—Contract supplemental to those of 1882, 1886 and 1890, providing for the extensions marked\* (on the opposite page) of the Company's railway and for the exercise of running powers over the metre gauge (3' 3½") link from Durhwal to Cawnpore.

12th December 1895.—Contract modifying that of 1890.

23rd July 1896.—Contract supplemental to those of 1882, 1886, 1890, 1894 and 1895, known as the Ganges-Gogra Doab contract, for the extensions marked† (on the opposite page) of the Company's railway.

(b) The general conditions of the contracts are as follows—

(i) *Government aid*.—Land alone was provided free of charge.(ii) *Currency of contracts*.—*Bengal and North-Western railway contract*.—The contracts of 1882, 1886 and 1894, *vis.*, those for the working of the Bengal and North-Western railway proper are current for a period of 90 years and terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, moveable machinery, stores, etc. Government may, however, determine the contract after 30 years (*i.e.*, on the 31st December 1912) or 50 years (*i.e.*, on the 31st December 1932) on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, at six months' notice, if the Company fail to observe their obligations, on paying the value of rolling-stock, stores, etc., and fair value of line, less value of same treated as a reversionary sum absolutely payable on the 31st December 1981.*Ganges-Gogra Doab contract*.—The contract of 1896, *vis.*, that covering the Ganges-Gogra Doab lines (marked†) runs concurrently with those of 1882, 1886 and 1894, but in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line as shown in sterling only, without any premium.*Tirhoot State railway contract*.—The contract of 1890, *vis.*, that for working the Tirhoot State railway, terminates on the 31st December 1904. If the original contract with the Company dated the 12th December 1882, terminates for any reason prior to the expiry of the term of the Tirhoot contract the latter also, *ipso facto*, terminates at the same time. Government may also terminate the contract at any time after six months' notice, if the Company fail to observe their obligations. On the determination of the contract, Government resumes possession of the State railway. Any capital sums which may have been raised by Government, and expended on the Company's lines, or which may have been raised and expended by the Company on the State railway, shall be considered as debt due from the Company and Government, respectively.(iii) *Power of Company to surrender contracts*.—Nil.(iv) *Terms of working*.—The Company's railway and the Tirhoot State railway are worked as one concern, a joint account of working expenses and net earnings being kept, the latter being applied in the order stated—

In payment of any further contribution (beyond that chargeable to working expenses) to the Company's Provident Institution;

In payment of interest at 4 per cent., on Rs. 5,13,67,566 being the capital raised and expended by the Company;

In payment of interest at 4 per cent., on Rs. 3,89,43,463 being the capital supplied by Government; and

In payment of the residue to Government and the Company in the ratio of their respective shares of capital, subject to the further payment to the Company of 5 per cent. of the Government's share of the residue as compensation for working the Tirhoot State railway for Government.

**Appendix 47.**  
**History of railways.**
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**History of railways constructed and in progress**

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
16 (a)	<b>BENGAL AND NORTH-WESTERN SYSTEM—concl'd.</b>			Miles.	Miles.
	Brought forward	...	...	...	743'00
	<i>Line under construction or sanctioned for construction—</i>				
	Part of Gonda-Balrampur-Tulsipur branch	Dec. '94	...	1'00	
	<i>Ganges-Gogra Doab lines—</i>				
	Azamgarh to Shahganj *	18-5-97	...	34'84	
	Ballia to Ghazipur	23-12-01	...	31'16	
	Total Lines under construction, Company's section	...	...	...	67'00
	<b>GRAND TOTAL, COMPANY'S SECTION</b>	...	...	...	810'00
16 (b)	<b>TIRHOOT STATE RAILWAY SECTION—</b>				
	<i>Main line—</i>				
	Semaria ghât to Dalsinghsarai	3-2-82	1-5-83	22'55	
	Dalsinghsarai to Samastipur	Feb. '74	1-11-75	14'75	
	Samastipur to Mozufferpore	6-1-76	24-2-77	32'00	
	Mozufferpore to Motiharee	8-7-80 {	1-2-83	49'57	
	Motiharee to Bettiah		20-12-83	27'00	
	Samastipur to Durbhunga	Feb. '74	1-11-75	23'00	
	Durbhunga to Jhanjharpur	8-7-80	1-2-83	24'00	
	Jhanjharpur to Ghoghardiha	19-10-83	8-4-86	13'00	
	Ghoghardiha to Nirmala	16-2-85 {	8-4-86	6'92	
	Nirmala to Bhaptahi		15-11-87	10'00	
	Bhaptahi to Pratapganj		1-10-88	14'00	
	Pratapganj to Khandwa ghât	...	14-11-90	8'00	
	Total Main line	...	...		244'79
	<i>Branches—</i>				
	<i>Bairagnia branch—</i>				
	Durbhunga to Sitamarhi	...	1-7-10	12'01	
	Sitamarhi to Riga	...	1-1-91	6'00	
	Riga to Dheng	...	1-7-91	9'00	
	Dheng to Bairagnia (fair weather line)	23-10-91	1-3-12	3'51	
				60'51	
	<i>Sonepore branch—</i>				
	Mozufferpore to Hajepore	6-2-83	26-10-84	31'25	
	Hajepore to Sonepore	19-10-83	1-5-87	3'30	
				34'61	
	<i>Hajepore branch—</i>				
	Hajepore to Hajepore ghât	...	26-10-84	1'81	
	Hajepore branch loop line	...	2-11-00	3'31	
				5'20	
	<i>Hajepore-Katihar extension—</i>				
	Hajepore to Bachhwara	...	1-4-00	44'46	
	Bachhwara Junction to Thana Bihpur	...	1-3-00	66'17	
				110'63	
	<i>Monghyr branch—</i>				
	Saharpore Kamal to Monghyr ghât	...	7-3-00	7'00	
	<i>Hajepore-Katihar extension—</i>				
	Thana Bihpur to Katihar	...	7-3-01	45'00	
	Thana Bihpur to Bhagalpur	...	16-12-01	11'36	
				56'36	
	Total Branches	...	...	...	274'31
	<b>TOTAL OPEN MILEAGE, TIRHOOT STATE RAILWAY SECTION</b>	...	...	...	519'10
	<i>Lines under construction or sanctioned for construction,</i>				
	<i>Jainagar branch—</i>				
	Sakri to Jainagar	...	...	30'47	
	Total Lines under construction, Tirhoot section	...	...	...	30'47
	<b>GRAND TOTAL, TIRHOOT STATE RAILWAY SECTION</b>	...	...	...	549'57
16 (c)	<b>SAGAULI-RAXAUL—</b>				
	Sagauli to Raxaul	...	1-3-99	18'09	18'09
	<b>GRAND TOTAL, BENGAL AND NORTH-WESTERN SYSTEM</b>	...	...	...	1,377'66

## REMARKS.

2. Bengal and North-Western and Tirhoot State railways—*concluded.*(b) General conditions—*concluded.*

(v) *Rates and fares.*—On the Company's section, the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section, certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks.*—The Bengal and North-Western railway has direct communication with the railway system of India at only three points, on its system, *viz.*, at Burhwal, Benares and Katihar. At all other points, communication is interrupted by rivers. Communication across the Ganges is maintained with the East Indian railway at the following ferries: between Ghazipur and Tarighat (ordinary steam ferry), between Pakzaghât and Digba Ghât (ordinary steam ferry), between Semaria Ghât and Mokameh Ghât (wagon ferry); and between Barari Ghât and Bhagalpur Ghât (wagon ferry). Eventually a branch between Bhagalpur Ghât and the East Indian railway at Bhagalpur will connect the Bengal and North-Western and East Indian railways *via* the Bhagalpur ferry. Between Khanwa Ghât on the Kosi extension of the Tirhoot State railway and Anchara Ghât on the Kosi branch of the Eastern Bengal State railway, there is a country boat ferry worked by the Eastern Bengal State railway. There is a bridge of boats between Ajodhya and Ajodhya Ghât during the dry weather months, but during the rains this bridge is removed and replaced by a steam ferry. The Tirhoot State railway was worked by State agency until 1890, when it was leased to the Bengal and North-Western Railway Company.

## 3. Sagauli-Raxaul railway—

(a) The Sagauli-Raxaul railway is worked under the following contracts—

*Contracts of*—31st October 1896 (between the Secretary of State and the Sagauli-Raxaul Railway Company) for construction and working  
 5th June 1899 (between the Secretary of State and the Bengal and North-Western Railway Company) for working and maintenance of the Sagauli-Raxaul railway.

(b) The general conditions of the contracts are as follows—

(i) *Government aid.*—Land alone was provided free of charge.

(ii) *Currency of contract.*—Government may determine the contract either on the 31st December 1917 or on the 31st December in the last year of any subsequent period of 10 years, paying 25 times the average net earnings for the three years preceding the purchase.

(iii) *Power of Company to surrender contract.*—Nil

(iv) *Terms of working.*—Forty per cent of the gross earnings to be retained by the Bengal and North-Western Railway Company for working and maintenance and 10 per cent. for supervision on the cost of Government works at Sagauli. The balance is payable to the Branch Company. Pending the completion of the line, the Bengal and North-Western railway works it under a provisional agreement, dated the 4th February 1899, under which, in addition to 40 per cent, the Branch Company pays for maintenance.

(v) *Rates and fares.*—To be arranged between Government and the Company within the maxima and minima in force on the Tirhoot section.

## 4. Details of construction—

(a) *Permanent-way*—

*Company's section.*—The main line between Sonapur and Burhwal is laid with 50 lb. steel rails on *sâl* sleepers. The rest of the line north of the Gogra is laid with 41½ lb. steel rails and mostly *sâl* sleepers. The Ganges-Gogra Doab lines, with the exception of the Aunihau-Ghazipur branch, which is laid with 50 lb. steel rails, is laid with 41½ lb. steel rails on *sâl* sleepers.

*Tirhoot section.*—Between Barauni and Mozafferpur, the line was originally laid with 41½ lb. steel rails on *sâl* sleepers. The sections between Sonapur and Mozafferpur and Samastipur and Durbhanga, which were also originally laid with 41½ lb. steel rails, are being renewed with steel rails of 50 lb. section. There are still about 3½ miles of 41½ lb. rails on these sections. The remainder of the line is laid partly with 41½ lb. steel rails, partly with 50 lb. iron rails, the latter being entirely on the Bairagnia branch. The 50 lb. iron rails are laid on *sâl* sleepers, and the remainder partly on *sâl* and pyinkado and partly on Denham Olphitt's iron sleepers. The Hajipur Katihar extension is laid with 50 lb. steel rails on *sâl* and pyinkado sleepers.

*Sagauli Raxaul branch.*—The permanent-way consists of 41½ lb. steel rails on *sâl* sleepers.

(b) *Ballast.*—The system is ballasted throughout.

(c) *Bridges.*—The important bridges of 1,000 feet length and over are as follows. Rapti (between Jagat Bela and Sajanwal), 9 spans of 150 feet, Elgin (between Gograhat and Ganeshpur), 17 spans of 200 feet, Turtipur (between Mathuri and Bithura Road under construction), 18 spans of 200 feet, Gunduck (between Hajepore and Sonapore), 8 spans of 250 feet; and Kosi (between Kataraah and Kursela under construction), 15 spans of 200 feet.

(d) *Fencing.*—The Company's section was originally unfenced except in front of villages and at level crossings and near stations, but the main line is in course of being fenced, and about 100 miles have been done. The Tirhoot section, excluding the Hajipur Katihar extension, is fenced throughout. On the Hajipur Katihar extension, the section between Hajipur and Khagaria is being fenced but between Khagaria and Kursela it is unfenced. The Sagauli-Raxaul branch is unfenced.

(e) *Curves.*—On the Company's section, there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza Ghât on the loop line, the length of which is 2,000 feet and radius 900 feet. There are no curves under a radius of 1,000 feet on the Tirhoot section and on the Sagauli-Raxaul branch.

(f) *Gradients.*—Of a total open mileage of 1,280·19 miles on the system, 21·534 miles are on a gradient of 1 in 400, or steeper.

**Appendix 47.**  
History of railways.

APPEN

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
3 (a)	<b>BENGAL CENTRAL—</b> (5' 6" gauge.)				
	<i>Main line—</i>				
	Dum-Dum Junction to Dattapukur . . . . .	Mar. 1881	2-4-83	14'25	
	Dattapukur to Gobardanga . . . . .		7-12-83	17'00	
	Gobardanga to Bongong . . . . .		22-4-84	12'00	
	Bongong to Khoolna . . . . .		16-2-84	61'26	
	Total Main line . . . . .	..	...	...	104'51
	<i>Branch—</i>				
	Ranaghat to Bongong . . . . .	March 1881	16-10-82	20'50	20'50
	Total Branch . . . . .	...	...	...	
	TOTAL, BENGAL CENTRAL . . . . .	.	..	..	125'01

on the 31st December 1901, alphabetically arranged.

### REMARKS.

#### 1. Bengal Central railway—

(a) The Bengal Central railway is worked under the following contracts:—

*Contracts of*—26th July 1881.—Bengal Central railway's principal contract with the Secretary of State

5th January 1887.—Contract with the Secretary of State for the construction and working of the Bengal Central railway and for future extensions.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid*—Government guarantee interest at 3½ per cent. in sterling on the company's share capital for term of contract. Land also was provided free of charge.

Under the original contract (1881), the Company was to receive no financial assistance from the Government beyond the payment of interest on capital during construction (the amount so paid, however, being repayable by the Company, with interest, out of surplus profits after the line had been opened). This contract was superseded by that of 1887.

(ii) *Currency of contract*—The contract will remain in force until the 31st December 1980. Government may, however, determine it on the 30th June 1905 or any succeeding 10th year on twelve months' notice, or on six months' notice at any time if the Company fail to observe their obligations or the line is worked at a loss. On the determination of the contract by efflux of time or by notice, the Government are to pay the Company the amount of the par value of the share capital paid to Government.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—Net earnings, after providing for repayment to Government of interest (if any) on moneys that may be raised by debentures in excess of the original capital of £1,000,000, are divided in proportion of three-fourths to the Secretary of State and one-fourth to the Company.

(v) *Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks*.—The line was worked for the Company by the Eastern Bengal Railway Company from the 16th October 1882 to the 30th June 1884 and then by the Eastern Bengal State Railway Administration until the 1st January 1897, on which latter date the Company itself took over the working.

2. *General remarks*.—The Bengal Central railway has running powers over the following portions of the Eastern Bengal State railway: Dum-Dum Junction, to Canal Junction 1·61 miles; Canal Junction to Calcutta, 2·96 miles; Canal Junction to Chitpore, 2·00 miles, and Calcutta to Kidderpore Docks, 7·31 miles.

#### 3. Details of construction—

(a) *Permanent-way*.—The permanent-way consists of flat-footed steel rails of the Vignole section, 62 lb. to the yard, laid on sleepers of creosoted pine. S&L sleepers are now being used for renewals instead of creosoted pine, and in all curves S&L sleepers have been put in at the joints in place of creosoted pine sleepers, and they have also been put in at the middle of pairs of rails in some of the curves.

(b) *Ballast*.—At first the line was sand-ballasted, brick ballast, however, being used at bridges and level-crossings and in a few short lengths where the soil was bad, but it was subsequently decided to ballast the portion of the line between Dum-Dum Junction and Singha, including sidings, with brick and this work is completed; also over curves and between Singha and Khoolna where the earth, of which the embankment is composed, is not very good.

(c) *Fencing*.—The line is fenced throughout; iron gates are provided at level-crossings.

(d) *Curves*.—There are no curves under a radius of 1,000 feet.

(e) *Gradients*.—Of a total length of 125·01 miles, 4·33 miles are on a gradient of 1 in 400 or steeper.

**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
12 (a)	<b>BENGAL DOOARS—</b> (3' 3½" gauge.)				
	<i>Main line—</i>				
	East Bank of the Teesta to Dam Dim . . . . .	May 1891	15-1-93	31'00	
	Total Main line . . . . .	..	...	...	31'00
	<i>Branch—</i>				
	Lataguri to Ramshaihat . . . . .	May 1891	11-6-93	5'40	
	Total Branch . . . . .	...	...	...	5'40
	TOTAL OPEN MILEAGE, BENGAL DOOARS . . . . .	...	...	...	36'40
12 (b)	<b>BENGAL DOOARS EXTENSION—</b>				
	<i>Main line—</i>				
	Mal (Malbazar) to Chalsa . . . . .	2-3-98	1-4-01	5'00	
	Barnes Junction (Deomoni Hat) to Baura . . . . .		20-4-00	28'45	
	Baura to Bhotemari . . . . .		21-10-00	17'20	
	Bhotemari to Lalmonir Hat . . . . .		20-11-00	20'35	
	Dam Dim to Oodlabari . . . . .		1-5-01	3'30	
	TOTAL, OPEN MILEAGE, BENGAL DOOARS EXTENSIONS . . . . .	...	...	...	74'30
	GRAND TOTAL, OPEN MILEAGE, BENGAL DOOARS . . . . .	...	...	...	110'70
	<i>Lines under construction or sanctioned for construction—</i>				
	<i>Bengal Dooars extensions—</i>				
	Oodlabari to Bagrakote . . . . .	2-3-98	1-1-02	3'26	
	Chalsa to Hantupara . . . . .	2-3-98	*1-1-03	39'00	
	Total Lines under construction . . . . .	...	...	...	42'26
	GRAND TOTAL, BENGAL DOOARS . . . . .	...	...	...	152'96

\* Probable dates of opening.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Bengal Dooars railway—

(a) The Bengal Dooars railway is worked under the following contracts:—

*Contracts of*—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Malbasar-Hantupara extension).

(b) The general conditions of the contracts are as follows.—

(i) *Government aid.*—Land only was provided free of cost.

(ii) *Currency of contracts.*—On the 31st December 1919, and thereafter at intervals of seven years Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company, in the case of the main line, of one and two-fifths of the invested capital and capital liabilities, and, in the case of the extensions, of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the company and not less than the capital expended and the capital liabilities. If at any period the main line or extensions should not be worked for six consecutive months, the company can also be called upon to surrender the line and extensions on payment of the actual sum expended up to the date of notice.

(iii) *Terms of working.*—If worked by the Company, the whole of the profits go to the Company. If worked by the Eastern Bengal State railway, the Secretary of State retains each half-year 40 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of income tax payable to Government.

(iv) *Rates and fares.*—

*Main line and extensions, Malbasar to Hantupara and Dam Dim to Bagrakote.*—

Certain maxima and minima have been fixed subject to alteration from time to time. If gross receipts reach 12 per cent. on capital, Government may reduce maxima to the extent of 25 per cent., except certain special rates.

*Extension from Deomonir Hat to Lalmonir Hat.*—

Certain maxima and minima have been fixed within which charges can be made.

(v) *General remarks.*—The line was constructed for opening out the Western Dooars and for the development of the tea industry.

## 2. Details of construction.—

(a) *Permanent-way.*—The line has been laid with 41½ lb. flat-footed steel rails on s&ll sleepers.

(b) *Ballast.*—The line is ballasted throughout with stone.

(c) *Fencing.*—The line is unfenced.

(d) *Curves.*—There are two curves with a radius of 955 feet, the lengths being 0·03 and 0·25 mile.

(e) *Gradients.*—Of a total open mileage of 110·70 miles, 1·59 miles are on a gradient of 1 in 100, or steeper.



**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.  Miles.	Total.  Miles.
4(a)	<b>BENGAL-NAGPUR SYSTEM—</b> (5' 6" gauge.)				
	<b>COMPANY'S SECTION—</b>				
	<i>Main line—</i>				
	Asansol to Damoodur . . . . .	12-9-84	12-6-89	5'10	
	Damoodur to Purulia . . . . .		14-12-89	41'72	
	Purulia to Chakardharpore . . . . .		23-1-90	72'25	
	Chakardharpore to Gailkera . . . . .		15-5-90	21'06	
	Gailkera to Jharsuguda . . . . .		1-2-91	105'09	
	Jharsuguda to Raigarh . . . . .		20-4-90	44'35	
	Raigarh to Bilaspur . . . . .		10-2-90	81'90	
	Bilaspur to Raipur . . . . .		10-1-89	68'35	
	Raipur to Raj-Nandgaon . . . . .		4-12-88	41'99	
	Raj-Nandgaon to Nagpur . . . . .		27-11-88	144'88	
	Total Main line . . . . .	...	...		626'69
	<i>Branches—</i>				
	<i>Sanctoria coal branch—</i>				
	Damoodur to the Sanctoria collieries . . . . .	12-9-84	12-6-89	7'03	
	<i>Sambalpur branch—</i>				
	Jharsuguda to Sambalpur . . . . .	July 1891	1-2-93	30'23	
	<i>Katni branch—</i>				
	Bilaspur to Birsinghpur . . . . .	12-9-84	1-2-91	142'60	
	Birsinghpur to Umaria . . . . .		11-5-90	18'48	
	Umaria to Katni . . . . .		2-11-83	35'88	
	Katni-Murwara junction line . . . . .		..	1'96	
				198'94	
	Sini to Khargpur . . . . .		1-6-98	99'50	
	Khargpur to Khal Bridge . . . . .		17-12-98	34'53	
	Khal Bridge to Rajapur Khal . . . . .		24-5-00	18'80	
	Rajapur Khal to Howrah . . . . .		14-12-00	17'50	
				170'33	
	Santragachi to Shalimar . . . . .	August 1895	15-3-01	3'07	
	Khargpur to Balasore . . . . .		17-12-08	71'75	
	Balasore to Barang (Cuttack) . . . . .		10-1-99	116'75	
				188'50	
	<i>Kola river side branch—</i>				
	Rajapur Khal to Kola Riverside Station . . . . .		17-12-98	1'00	
	Khargpur to Cossye river . . . . .	January 1899	20-12-99	4'75	
	Right bank of the Cossye river to Midnapore . . . . .		8-6-01	3'00	
				7'75	
	Total Branches . . . . .	...	...	...	606'78
	TOTAL, COMPANY'S SECTION . . . . .	...	...	...	1,233'47
	<b>EAST COAST RAILWAY, NORTHERN SECTION—</b>				
	<i>Main line—</i>				
	Cuttack Road (Barang) to Bhubaneswar . . . . .	July 1890	1-2-97	10'32	
	Bhubaneswar to Khurda Road . . . . .		20-7-96	11'76	
	Khurda Road to Ranibha . . . . .		1-3-96	61'54	
	Ranibha to Berhampur-Ganjam . . . . .		1-9-95	29'56	
	Berhampur-Ganjam to Palasa . . . . .		1-4-95	45'76	
	Palasa to Parlakimedi Road (Naupada) . . . . .		17-12-94	33'11	
	Parlakimedi Road (Naupada) to Vizianagram . . . . .		20-7-94	55'20	
	Vizianagram to Waltair . . . . .		15-7-93	37'50	
	Total Main line . . . . .	...	...	...	284'75
	Carried over . . . . .	...	...	...	284'75
					1,233'47

\* Dates of sanction of original metre gauge lines: Nagpur to Dongargarh, 9th May 1878 and Dongargarh to Raj-Nandgaon, 15th March 1881.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The Bengal-Nágpur railway system is made up of—

		Open line Miles	Under construction Miles.	Total, Miles.
(a)	Bengal-Nágpur railway . . . (5' 6" gauge)	1,233'47	177'77	1,411'24
(b)	East Coast railway, Northern section (5' 6" gauge)	319'51	.	319'51
(c)	Raipur-Dhamtari railway . . . (2' 6" gauge)	56'24	...	56'04
(d)	Jubbulpore-Gondia extension . . . (2' 6" gauge)	...	252'67	252'67
(e)	Párlakimedi Light railway . . . (5' 6" gauge)	25'00	.	25'00
	Total . . .	1,634'22	430'44	2,064'66

## 2. Bengal-Nágpur railway—

(a) The Bengal-Nágpur railway system (excluding Párlakimedi Light railway) is worked under the following contracts—

*Contracts of*—9th March 1887, Bengal-Nágpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Sambalpur Road station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2' 6" gauge) feeder line with a branch to Rajim; an extension (5' 6" gauge) from Sini and Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jherriah coal fields, a line (2' 6" gauge) from Gondia to Jubbulpore with branches from Neipur to Manilla, Neipur to Seoni, Seoni to Chindwara, and for the working of the Northern section of the East Coast State railway as part of the undertaking.

(b) The general conditions of the contracts are as follows—

(i) *Government aid*.—Government guarantee interest in sterling at 4 per cent. per annum on £3,000,000 share capital, on any further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. Land also was provided free of charge.(ii) *Terms of contract*.—The contract provides for the Company raising £3,000,000, any further money required being either provided by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such period and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.(iii) *Currency of contract*.—*Principal contract*.—Government may determine the contract, by giving twelve months' previous notice, on the 31st December 1913, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations, or the line be worked at a loss. On the termination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid in by the Company.*Sambalpur branch contract*.—The contract for this branch brings it within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.*Contract of 23rd January 1902. Northern section, East Coast State railway*.—Government, may at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances and without compensation in respect of such retransfer.(iv) *Power of Company to surrender contract*.—Nil(v) *Terms of working*.—Three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between Government and the Company in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast railway, bear to the gross earnings of the latter section.(vi) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates. The Madras railway have the power to quote through rates in the direction of Madras from Bengal-Nágpur stations between Cuttack and Waltair. The Bengal-Nágpur railway have similarly power to quote rates from Madras railway stations Tadepalli and Cuttack in the direction of Calcutta.(vii) *General remarks*.—The Northern section of the East Coast State railway (an aggregate length of 319'51 miles) was transferred to the Bengal-Nágpur Railway Company on the 1st January 1901, to be incorporated in their undertaking as an integral part of it.

**Appendix 47.**  
History of railways.

**APPEN***History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
4 (a)	<b>BENGAL-NAGPUR SYSTEM—concluded.</b>			Miles.	Miles.
	Brought forward	...	...	...	1,233'47
	<i>Branches—</i>				284'75
	<i>Visagapatani branch—</i>				
	Waltair to Vizagapatani, including wharf and Swamp lines		1-10-94	4'97	
	<i>Puri branch—</i>				
	Khurda Road to Puri	} July 1895 {	1-2-97	25'34	
	Temporary Puri station to new Puri station		1-6-98	1'84	
				27'18	
	Naupala Salt factory	...	7-6-00	2'61	
	Total Branches	...	...		34'76
	TOTAL, EAST COAST RAILWAY, NORTHERN SECTION	...	...	...	319'51
4 (b)	<b>RAIPUR-DHAMTARI.</b> (2' 6" gauge)				
	<i>Main line—</i>				
	Raipur to Kurud	} 3-5-97 {	10-7-00	31'50	
	Kurud to Dhamtari		17-12-00	14'24	
	Total Main line	...	...	...	45'74
	<i>Branch—</i>				
	Abhanpur to Rajim	...	15-10-00	10'50	
	Total Branch	...	...	...	10'50
	TOTAL, RAIPUR-DHAMTARI	...	...	...	56'24
4 (c)	<b>PARLAKIMEDI LIGHT</b> (2' 6" gauge.)				
	Naupala to Parlakimedi	14-3-98	1-1-00	25'00	25'00
	TOTAL, OPEN MILEAGE, BENGAL-NAGPUR SYSTEM	...	...	...	1,634'22
	<i>Lines under construction or sanctioned for construction—</i>				
	<b>COMPANY'S SECTION—</b>				
	Midnapore to Buxidih	1-6-01	Jan'y. '03 *	114'77	
	Buxidih to Hachapur	9-12-01	...	27'90	
	Houghly foreshore to Kidderpore Docks	...	...	0'60	
	Ramkanali to Nuducha	17-7-01	...	9'48	
	Colliary lines	9-12-01	...	25'02	
	Total Lines under construction, Company's section	...	...	...	177'77
4 (d)	<b>JUBILPORE-GONDIA EXTENSION—</b> (2' 6" gauge.)				
	<i>Main line—</i>				
	Jubilpore to Gondia	29-1-01	...	143'43	143'43
	<i>Branches—</i>				
	Nainpur to Mandla	} 25-1-01 {	...	21'75	
	Nainpur to Soni		...	47'13	
	Soni to Chindwara		...	40'36	
	Total Branches	...	...	...	109'24
	Total Jubilpore-Gondia extension	...	...	...	252'67
	Grand total, lines under construction	...	...	...	430'44
	GRAND TOTAL, BENGAL-NAGPUR SYSTEM	...	...	...	2,064'66
10 (b)	<b>BEZWADA EXTENSION—</b> (See Nizam's Guaranteed State system.)				

\* Probable date of opening.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 3. Parlakimedi Light railway—

(a) The Parlakimedi Light railway is worked on the terms in Madras Government Public Works Department Order, No. 570 Railway, dated the 12th May 1899.

(b) The general conditions are as follows:—

(i) *Terms of working*—The line is worked solely at the expense of the Rajah of Parlakimedi.

(ii) *Rates and fares*—Rates and fares varying between the minima and 25 per cent. above the maxima sanctioned from time to time for the East Coast State railway may be charged.

(iii) *General remarks*—On the 20th May 1901 the Indian Railways Act, IX of 1899, except section 135, was applied to the line. The working of this railway has been taken over by the Bengal-Nagpur railway from the 1st January 1902 and the terms are under consideration.

4. General remarks—A length of 198 miles of this railway at Katni is worked over by the Great Indian Peninsula railway. The Bengal-Nagpur railway works over 0.30 mile of the East Indian railway at Katni, 0.50 mile at Asansol, 1.00 mile at Howrah and 0.65 mile of the Great Indian Peninsula railway at Nagpur; and has also running powers over the Waltair-Vizagapatam section (including the wharf and swamp lines) of the North-East line of the Madras railway.

## 5. Details of construction—

(a) *Permanent-way*—On the main line the rails are 75 lb. steel, flat-footed, 30 feet long, laid on 10 transverse steel sleepers and two wooden sleepers per rail, except between Nagpur and Kamptee, where 12 steel sleepers per rail are used. On the Bilaspur-Umaria section, 75 lb. flat-footed steel rails are laid on 10 transverse steel sleepers and 2 sal sleepers at the joints, except between Khongsara and Khodri, where steel sleepers to the rail are used. The Sambalpur branch is laid with the same type of permanent-way as on the main line, but no sal sleepers have been added at rail joints. The Umaria-Katni section was originally laid with second hand East Indian railway permanent-way on timber sleepers (82 lb. rails on three-fourths of the distance and 74 lb. rails on the remainder) but is now relaid with 75 lb. flat-footed rails on transverse steel sleepers. The Siml-Calcutta-Cuttack section is laid with 85 lb. steel rails on cast iron pot sleepers. The Calcutta-Waltair section is laid with 75 lb. flat-footed steel rails with 5 holed fish-plates on wooden and steel pre-pod sleepers.

*Raipur-Dhamtari railway*—Laid with 31 lb. flat-footed steel rails on sal sleepers.

*Parlakimedi Light railway*—Laid with 30 lb. flat-footed steel rails and transverse wooden sleepers.

(b) *Ballast*—

*Bengal-Nagpur railway*—Ballasted throughout with good stone, except for a few miles on the Chakradharpore district, where laterite is used.

*Raipur-Dhamtari railway*—Moorum or sand and stone in a few cuttings.

*Parlakimedi Light railway*—The line is ballasted throughout.

(c) *Tunnels*—The following are the tunnels of 500 feet length and over—Suranda (between Manhai-pur and Gritkhera), 1,641 feet; Bhaotank (between Khongsara and Khodri), 1,010 feet; and Durekasa (between Sakasa and Durekasa), 735 feet.

(d) *Bridges*—The following are the important bridges of 1,000 feet length and over—Kanhana (between Kamptee and Salwa), 6 spans of 170 feet and 2 spans of 60 feet; Weinganga (between Tumsar Road and Luora), 9 spans of 150 feet; Sheomath No. I (between Murpur and Drug), 7 spans of 150 feet; Sheomath No. II (between Nipania and Bilha), 14 spans of 150 feet; Haso (between Naila and Champa), 5 spans of 200 feet and 2 spans of 30 feet; Mand (between Kharsia and Nalhapali), 9 spans of 100 feet and 2 spans of 30 feet; Eeb (between Bilpahar and Jharuguda), 9 spans of 150 feet; Brahmini (between Kulunga and Rourkela), 9 spans of 150 feet and 1 span of 60 feet; Dimodur (between Rāmkānāli and Damodur), 10 spans of 200 feet and 2 spans of 100 feet; Subantrikha (between Asanbom and Moholia), 10 spans of 100 feet; Koakhaye (between Barang and Cuttack), 20 spans of 150 feet; Kathjori (between Barang and Cuttack), 18 spans of 150 feet; Mithanuldi (between Cuttack and Kapilas Road), 64 spans of 100 feet; Beruopa (between Cuttack and Kapilas Road), 16 spans of 100 feet; Brahmini (between Jenapur and Vyas Sirovar), 20 spans of 150 feet; Byturnee (between Jajpur Road and Kenduapada), 15 spans of 150 feet; Subantrikha (between Mohurbhanj and Jellapore), 11 spans of 150 feet and 2 spans of 60 feet; Roopnarain (at mile 667), 7 spans of 300 feet and 4 spans of 100 feet, and Midnapore (Cossye river, between Khagpur and Midnapore), 16 spans of 100 feet, and Rush Kulya (between Chotrapur and Ganjam), 10 spans of 150 feet.

(e) *Fencing*—The line is unfenced except between Nagpur and Kamptee and at the more important stations and at some of the station yards and first class level crossings on the Barang-Waltair section.

*Parlakimedi Light railway*—The line is fenced where it runs along the public road.

(f) *Curves*—On the Bengal-Nagpur railway, there is only one curve under a radius of 1,000 feet on the Sanctoria Coal branch, the length of which is 0.28 mile and radius 800 feet. On the Raipur-Dhamtari branch, there are five curves of less than 1,000 feet, aggregating 12 miles in length.

(g) *Gradients*—Of a total open mileage of 1,634.22 miles, 79.03 miles are on a gradient of 1 in 100, or steeper.

**Appendix 47.**  
**History of railways.**
**APPEN***History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
20 (a)	<b>BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM.--</b> (3' 3½" gauge.)			Miles.	Miles.
	<b>BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR—</b>				
	Bhāvnagar to Wadhwan . . . . .	19-3-79	20-12-80	*105.19	
	Dhola to Dhoraji . . . . .	19-3-79	19-1-81	88.38	
	Dhoraji to Porbandar . . . . .	24-1-88	17-12-89	169.07	
	Porbandar to Porbandar Bandar . . . . .		15-3-90	1.35	
	Jetalsar to Junágad . . . . .	24-12-86	1-9-88	16.00	
	Junágad to Veraval (including Junágad quarry line) . . . . .		1-2-89	153.55	
	Veraval to Veraval Bandar . . . . .		1-12-90	0.30	
	<b>TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD- PORBANDAR PROPER.</b>	...	...	...	333.84
20 (b)	<b>JAMNAGAR—</b> (3' 3½" gauge.)				
	Rājkot Junction to Bedi Bandar . . . . .	Oct. 1893	8-1-07	54.28	
	<b>TOTAL, JAMNAGAR</b>	...	...	...	54.28
20 (c)	<b>JETALSAR -RAJKOT—</b> (3' 3½" gauge.)				
	Jetalsar Junction to Rājkot . . . . .	Feb. 1892	12-4-03	46.23	
	<b>TOTAL, JETALSAR-RAJKOT</b>	...	...	...	46.23
	Carried over	...	...	...	434.35

\* Of this, the Bhāvnagar Dock estate line, 0.87 mile,

† Of this, the Porbandar Dock estate line, 1.35 miles,

‡ Of this, the Junágad quarry line, 0.35 miles, and

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The Bhavnagar-Gondal-Junágad-Porbandar railway system is made up of—

	Open line. Miles
(a) Bhavnagar-Gondal-Junágad-Porbandar railway (3' 3½" gauge) . . . . .	333·84
(b) Jamnagar railway . . . . . (3' 3½" gauge) . . . . .	54·28
(c) Jetalsar-Rajkot railway . . . . . (3' 3½" gauge) . . . . .	46·23
(d) Dhrangadra railway . . . . . (3' 3½" gauge) . . . . .	20·83
<b>Total</b> . . . . .	<b>455·18</b>

## 2. Bhavnagar-Gondal-Junágad-Porbandar railway system—

## (a) The Bhavnagar-Gondal-Junágad-Porbandar railway system is worked under the following agreements:—

*Agreements of*—1st January 1897.—For the management and working of the "Integral Railways" as one system by a Board of Control.

8th April 1897.—Jamnagar railway } For management and working by  
12th April 1893.—Jetalsar-Rajkot railway } the Bhavnagar-Gondal-Junágad-Por-  
1st June 1898.—Dhrangadra railway } bandar Railway Administration.

## (b) The general conditions of the agreements are as follows:—

(i) *Government aid*.—Nil.

(ii) *Terms of agreement*.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President and one nominee from each of the proprietary states of Bhavnagar, Gondal, Junágad and Porbandar. The existing lines owned by those states are separately and entirely described as the "Integral railways" and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of votes recorded ("Members' single votes" and "Proprietary votes"). "Members' single votes" prevail at special meetings where each member has one vote, while "Proprietary votes," i.e., votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

(iii) *Duration of agreement*.—Bhavnagar-Gondal-Junágad-Porbandar railway system.—The term of the principal agreement for the working of the Bhavnagar-Gondal-Junágad-Porbandar railway proper is from the 1st January 1897 to the 31st December 1900. Until a new agreement has been adopted, the terms of this agreement remain in force.

(iv) *Power of Board to determine agreement*.—By unanimous vote, the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution, no changes can otherwise be made until expiry of three months from date of passing such resolution. Any proprietary state can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

(v) *Terms of working*.—Bhavnagar-Gondal-Junágad-Porbandar railway.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the Capital and Revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways, as may require apportionment, is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, all receipts of the entire open system being paid into the Bhavnagar State Treasury. All funds for major capital works are provided by the integral railway concerned or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse, and to 7½ per cent. per annum for any additional accommodation required by the open system.

Jamnagar railway —  
Jetalsar-Rajkot railway —  
Dhrangadra railway —

{ The Board of Control work the railways at 40 per cent. of gross earnings of each railway, plus actual expenditure incurred on the maintenance of way, works and stations; and supply rolling-stock at 5 per cent. of gross earnings to the Jetalsar-Rajkot and Dhrangadra railways.

(vi) *Rates and fares*.—Bhavnagar-Gondal-Junágad-Porbandar railway system.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

is worked for goods traffic only.

is worked for goods traffic only.

Junágad Dock estate line, 0·30 mile, are worked for goods traffic only.

**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
20 (a)	<b>BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM—concluded.</b>			Miles.	Miles.
	Brought forward . . . . .	...	...	...	434'35
20 (d)	<b>DHRANGADRA—</b> (3' 3½" gauge.)				
	Wadhwan Junction to Dhrangadra— . . . . .	23-12-97	1-6-98	20'83	
	<b>TOTAL, DHRANGADRA . . . . .</b>	...	...	..	20'83
	<b>GRAND TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM.</b>	...	...	...	455'18
8 (g)	<b>BHOPAL-ITARSI—</b> (See Great Indian Peninsula system.)				
8 (f)	<b>BHOPAL UJJAIN—</b> (See Great Indian Peninsula system)				
8 (e)	<b>BINA-GOONA-BARAN—</b> (See Great Indian Peninsula system.)				
21 (e)	<b>BIRUR-SHIMOGA—</b> (See Southern Mahratta system.)				

DIX 47—continued.

Appendix 47.  
History of railways.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 3. Details of construction—

- (a) *Permanent-way.*—The permanent-way consists of 41½ lb. steel flat-footed rails, laid mostly on creosoted pine and deodar sleepers.
- (b) *Ballast.*—With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good quality of broken stone ballast.
- (c) *Bridges.*—The only important bridge is the Ojati (between Shahpur and Lushala), 7 spans of 100 feet and 3 spans of 133 feet.
- (d) *Fencing.*—The line is practically unfenced throughout its length.
- (e) *Curves.*—There are no curves under a radius of 1,000 feet.
- (f) *Gradients.*—Of a total open mileage of 455·18 miles on the system, 122·09 miles are on a gradient of 1 in 150 to 200, or steeper.



**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
9 (a)	<b>BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—</b>				
	<b>COMPANY'S SECTION. (5' 6" gauge.)</b>				
	<i>Main line—</i>				
	Colaba to Marine lines . . . . .	May 1856	18-1-70	2'00	
	Marine lines to Charni Road . . . . .	1868	19-6-69	0'75	
	Charni Road to Bellasis Road . . . . .		13-9-68	0'75	
	Bellasis Road to Dulsār . . . . .		28-11-64	121'00	
	Dulsār to Navsāri . . . . .		2-9-61	24'25	
	Navsāri to Sachin . . . . .		20-5-61	9'25	
	Sachin to Surat . . . . .		18-3-61	9'00	
	Surat to Amroli . . . . .		19-11-60	2'25	
	Amroli to Anklesvar . . . . .		10-2-60	28'75	
	Anklesvar to the Nerbudda . . . . .		5-12-60	5'50	
	Nerbudda to Broach . . . . .	1857	22-6-60		
	Broach to Baroda . . . . .	and	9-1-61	43'75	
	Baroda to Dholia . . . . .	1859	22-4-61	11'25	
	Dholia to Mehmadaabad . . . . .		3-9-62	33'25	
	Mehmadaabad to Ahmedabad . . . . .		21-1-63	17'89	
	Ahmedabad to Sābarmati . . . . .	Octo-	1-1-70	3'75	
	Sābarmati to Sānand . . . . .	ber	24-5-71	13'75	
	Sānand to Viramgām . . . . .	1870	30-11-71	22'75	
	Viramgām to Wadhvān . . . . .	24-10-70	25-5-72	39'68	
	<b>Total Main line</b> . . . . .	...	...	...	389'57
	<i>Branches—</i>				
	<i>Godhra branch—</i>				
	Anand to Dakor . . . . .	5-11-73	8-4-74	16'75	
	Dakor to Rukhyal . . . . .		6-1-75	1'75	
	Rukhyal to Hungari . . . . .	...	6-12-76	19'00	
	Hungari to Pāli . . . . .	...	29-1-77	4'71	
	Pāli to Godhra . . . . .	...	26-2-82	17'00	
				49'21	
	<i>Pātri branch—</i>				
	Kharaghoda to Viramgām . . . . .	13-6-71	12-5-73	22'12	
	<b>Total Branches</b> . . . . .	...	...	.	71'33
	<b>TOTAL OPEN MILEAGE, COMPANY'S SECTION</b> . . . . .	...	...	...	460'90
	<b>DOUBLE LINE, COMPANY'S SECTION—</b>				
	Colaba to Marine lines . . . . .	...	18-1-70	1'01	
	Marine lines to Charni Road . . . . .	...	19-6-69	0'71	
	Charni Road to Bellasis Road . . . . .	...	13-9-68	1'29	
	Bellasis Road to Māhim . . . . .	...	20-7-65	5'44	
	Māhim to Bāndra . . . . .	...	23-2-66	1'07	
	Bāndra to Santa Cruz . . . . .	...	23-5-66	1'83	
	Santa Cruz to Andheri . . . . .	...	29-8-67	2'71	
	Andheri to Bhāyandar . . . . .	...	27-4-85	13'33	
	Bhāyandar to Virār . . . . .	...	1-10-85	10'34	
	Virār to Pālghar . . . . .	...	1-12-97	19'28	
	Pālghar to Dahann Road . . . . .	...	17-1-98	20'37	
	Dahann Road to Gholyad . . . . .	...	20-4-00	6'68	
	Gholyad to Daman Road . . . . .	...	18-10-00	23'19	
	Sachin to Kankra Khār . . . . .	...	4-7-87	6'36	
	Kankra Khār to Surat . . . . .	...	5-6-68	2'72	
	<b>Carried over</b> . . . . .	...	...	117'23	460'90

## REMARKS.

1. Lines comprising system.—The Bombay, Baroda and Central India railway system is made up of—

		Open line Miles.	Under construction. Miles.	Total. Miles.
(a)	Bombay, Baroda and Central India railway . . . . . (5' 6" gauge)	460.90	...	460.90
(b)	Tápti Valley railway . . . . . (5' 6" gauge)	155.48	...	155.48
(c)	Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)	21.50	...	21.50
(d)	Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge)	10.90	...	10.90
(e)	Nágda-Ujjain railway . . . . . (5' 6" gauge)	34.32	...	34.32
(f)	Godhra-Rutlam-Nágda railway . . . . . (5' 6" gauge)	141.14	...	141.14
(g)	Rajputana-Malwa railway . . . . . (3' 3 1/2" gauge)	1,648.36	...	1,648.36
(h)	Ahmedabad-Paránti railway . . . . . (3' 3 1/2" gauge)	54.70	...	54.70
(i)	Pálanpur-Decsa railway . . . . . (3' 3 1/2" gauge)	17.28	...	17.28
(j)	Gackwar's Mehsana railway . . . . . (3' 3 1/2" gauge)	92.63	...	92.63
(k)	Gackwar's Dálhol railway . . . . . (2' 6" gauge)	78.80	...	78.80
(l)	Rajpipla railway . . . . . (2' 6" gauge)	37.37	...	37.37
(m)	Jáipur railway . . . . . (3' 3 1/2" gauge)	...	72.85	72.85
(n)	Vijapur-Kalol-Kadi railway . . . . . (3' 3 1/2" gauge)	...	41.80	41.80
(o)	Ahmedabad-Dholka railway . . . . . (3' 3 1/2" gauge)	...	33.46	33.46
	Total . . . . .	2,753.40	146.11	2,901.51

## 2. Bombay, Baroda and Central India railway—

(a) The Bombay, Baroda and Central India railway. Company's section, is worked under the following contracts:—

*Contracts of*—21st November 1855—for the construction and working of a line from Surat to Baroda and thence to Ahmedabad.

2nd February 1859—for the construction and working of a line from Bombay to Surat.

17th November 1871—for the construction and working of a line from Vitamgam to Wadhwan.

1st February 1901—as to share of working expenses debitable to branch lines worked.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid*—Guarantee of interest in sterling at 5 per cent. for the term of the contract. On some portion of the share capital and on debentures lower rates of interest also are guaranteed.

(ii) *Currency of contracts*—The contracts are current for a period of 99 years from 1855 when the line becomes the property of Government on payment of the actual capital outlay in sterling. The Government may however, determine the contract by purchase after the expiration of 25 or 50 years of the term namely in 1880 or 1905, at the mean market value of the shares during the three preceding years, possession being taken of the railway at the half-yearly day next but one following the notice. The Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe obligations. In such case, Government repay the capital expended.

*NOTE*.—The Government relinquished their right to determine the contract at the end of the 25th year, and the only remaining opportunity of giving notice of purchase will be in 1905 (within six months of the 1st of May).

(iii) *Power of Company to surrender contract*.—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.

(iv) *Terms of working*—Surplus profits, after repayment of the guaranteed interest of each half-year, are divided equally between Government and the Company, the interest payments being calculated for the purpose of this division at 11. 10d. to the rupee.

**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (a)	<b>BOMBAY, BARODA AND CENTRAL INDIA SYSTEM</b> — <i>contd.</i>			Miles.	Miles.
	Brought forward . . . . .	...	...	117'23	460'90
	<b>DOUBLE LINE—<i>concluded.</i></b>				
	Surat to Amroli . . . . .	...	9-10-67	2'19	
	Amroli to Sayan . . . . .	...	25-5-98	6'43	
	Sayan to Kim . . . . .	...	1-10-98	6'33	
	Kim to Anklesvar . . . . .	...	11-12-99	16'16	
	Broach to Miyagam . . . . .	...	15-10-99	25'42	
	Miyagam to Itola . . . . .	...	15-9-97	7'82	
	Itola to Baroda . . . . .	...	7-6-95	10'77	
	Barjardi to Ahmedabad . . . . .	...	2-6-87	10'21	
	<b>TOTAL DOUBLE LINE, COMPANY'S SECTION</b> . . . . .	...	...	*202'56	
9 (b)	<b>TAPTI VALLEY.</b> (5' 6" gauge.)				
	Kankra Khari to Vyāra . . . . .	...	1-12-98	35'59	
	Vyāra to Chinchpaula . . . . .	...	10-7-99	36'55	
	Chinchpaula to Nāndarhar . . . . .	...	8-10-99	25'20	
	Nāndarhar to Dondache . . . . .	...	11-11-99	21'44	
	Dondache to Nārdūna . . . . .	...	25-11-99	19'78	
	Nārdūna to Amalner . . . . .	...	15-3-00	16'02	
	<b>TOTAL, TAPTI VALLEY</b> . . . . .	...	...	.	155'48
9 (d)	<b>PETLAD-CAMBAY (ANAND-TARAPUR SECTION)—</b> (5' 6" gauge.)				
	Anand to Petlad . . . . .	Dec. 1888	5-5-90	13'17	
	Petlad to Tarapur . . . . .	4-7-99	20-6-01	8'3	
	<b>TOTAL PETLAD-CAMBAY (ANAND-TARAPUR SECTION)</b> . . . . .	...	...	...	21'50
9 (e)	<b>PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION)—</b> (5' 6" gauge.)				
	Tarapur to Cambay . . . . .	4-7-99	20-6-01	10'92	
	<b>TOTAL, PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION)</b> . . . . .	...	...	...	10'92
	<b>GRAND TOTAL, PETLAD-CAMBAY</b> . . . . .	...	...	...	32'42
9 (e)	<b>NAGDĀ-UJJAIN—</b> (5' 6" gauge.)				
	Nagdā to Ujjain . . . . .	17-12-94	15-7-96	34'32	
	<b>TOTAL NAGDĀ-UJJAIN</b> . . . . .				34'32
9 (f)	<b>GODHRA-RUTLAM-NAGDĀ—</b> (5' 6" gauge.)				
	Godhra to Limkhēra . . . . .	29-10-90	16-1-93	25'09	
	Limkhēra to Dohad . . . . .		7-3-94	19'55	
	Dohad to Rutlam . . . . .		22-10-94	70'46	
	Rutlam to Nagdā . . . . .		11-5-96	26'04	
	<b>TOTAL, GODHRA-RUTLAM-NAGDĀ</b> . . . . .	...	...	...	141'14
	<b>Carried over</b> . . . . .	...	...	...	824'26

\* Excluding 49'36 miles from Daman Road to Sachin and 5'19 miles from Anklesvar to Broach under construction.

## DIX 47—continued.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 2. Bombay, Baroda and Central India railway—concluded.

## (b) General conditions—concluded.

- (v) *Rates and fares*.—Under the contract, Government fix a maxima which cannot be altered by Government until the net receipts exceed 10 per cent on the capital outlay, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary their rates within the prescribed maxima without reference to Government.

## 3. Tapti Valley railway—

## (a) The Tapti Valley railway is worked under the following contracts:—

*Contracts of*—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

## (b) The general conditions of the contracts are as follows.—

- (i) *Government aid*.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory is also provided free.

- (ii) *Currency of contract*.—Government may, by giving 12 months' notice, determine the contract on the 31st December 1931, or at the end of any subsequent period of 20 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company or be less than such capital expenditure, or Government may determine it on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

- (iii) *Power of Company to surrender contract*.—Nil.

- (iv) *Terms of working*.—Government undertake to construct (from funds supplied by the Company) work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2' and 2' 6" gauge lines, are divided in proportion to the gross earnings of the component parts of the Tapti Valley railway, being debited with the share thus arrived at, subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

- (v) *Rates and fares*.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

## 4. Petlad-Cambay railway (Anand-Tarapur section)—

## (a) The Petlad-Cambay railway (Anand-Tarapur section) is worked under the following—

*Agreement of*—5th May 1890 (between the Government of His Highness the Garkwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress . 4*

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage <sup>1</sup>	Total.
				Miles.	Miles.
9 (a)	<b>BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—continued.</b>				
	Brought forward	...	...	...	824.26
9 (g)	<b>RAJPUTANA-MALWA—</b> (3' 3½" gauge.)				
	<b>RAJPUTANA SECTION—</b>				
	<i>Main line—</i>				
	Jumna East bank to Agra Cantonment . . . . .	...	1-1-76	...	3'07 <sup>2</sup>
	Delhi to Rewāri . . . . .	1-3-70	14-2-73	51.25	
	Rewāri to Alwar . . . . .	14-8-72	15-9-74	40.25	
	Alwar to Bāndikui . . . . .		7-12-74	37.75	
	Bāndikui to Dausa . . . . .		20-4-74	17.75	
	Dausa to Jaipur . . . . .	20-10-71	12-10-74	38.00	
	Jaipur to Phulera . . . . .		1-3-75	34.25	
	Phulera to Ajmer . . . . .	9-4-73	1-1-75	49.75	
	Ajmer to Beawar . . . . .		15-5-78	32.25	
	Beawar to Haripur . . . . .		12-8-79	21.00	
	Haripur to Sojat Road . . . . .	4-9-76	20-10-80	20.50	
	Sojat Road to Pālanpur . . . . .		1-1-81	148.00	
	Pālanpur to Ahmedabad . . . . .		15-11-79	83.00	
	Total Main line . . . . .	...	...	...	579.75
	<i>Branches on Rajputana section—</i>				
	<i>Farukhnagar Salt branch—</i>	1-3-70	14-2-73	7.75	
	<i>Agra branch—</i>				
	Bāndikui to Bhurtpur . . . . .	20-10-71	24-4-74	60.50	
	Bhurtpur to Agra Fort . . . . .		11-8-73	34.14	
	Agra Fort to Jumna East bank . . . . .		1-1-76	1.50	
				96.14	
	<i>Sambhar Lake Salt branch . . . . .</i>	8-4-73	1-3-75	4.50	
	<i>Japog extension . . . . .</i>	14-7-75	Oct. 76	4.50	
	<i>Extension of Sambhar branch to Jhowna . . . . .</i>	15-5-78	20-12-79	17.00	
	<i>Kankarooda siding . . . . .</i>		15-2-81	1.25	
	<i>Additional salt sidings in the Sambhar lake . . . . .</i>	...	1-9-91	5.02	
	Total Branches . . . . .	....	...	...	136.16
	<b>TOTAL, RAJPUTANA SECTION</b> . . . . .	...	...	...	718.98
	<b>Total, Rajputana Malwa, carried over</b> . . . . .	...	...	...	718.98
	<b>Total, Bombay, Baroda and Central India Railway system carried over</b> . . . . .	...	...	...	824.26

<sup>1</sup> These 307 miles are laid on both the 5' 6" and 3' 3½" gauges, except on the Jumna bridge where a mixed gauge is laid

on the 31st December 1901, alphabetically arranged.

## REMARKS.

4. Petlad-Cambay railway (Anand-Tarapur section)—*concl'd*

(b) The general conditions are as follows :—

- (i) *Government aid.*—The line is the property of the Baroda State.
- (ii) *Currency of agreement.*—The agreement is current for a period of three years.
- (iii) *Power to determine agreement.*—Either party may terminate the agreement at any time on giving one year's notice.
- (iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system excluding 2' and 2' 6" gauge lines in proportion to the total earnings of the Petlad-Cambay and Gaekwar's Mehsana railways.
- (v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible to conform to those generally in force on the Bombay, Baroda and Central India railway.

5. Petlad-Cambay railway (Tarapur-Cambay section)—No agreement has as yet been executed for the working of this line.

## 6. Nagda-Ujjain railway—

(a) The Nagda-Ujjain railway is worked under the following —

*Agreement of*—15th July 1896 (between His Highness, the Maharaja of Scindia and the Bombay, Baroda and Central India Railway Company) for working.

*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(b) The general conditions are as follows :—

- (i) *Government aid.*—The line is the property of the Scindia State.
- (ii) *Currency of agreement.*—
- (iii) *Power to determine agreement.*— } The agreement may be terminated at any time after 15th July 1896, on one year's notice from either party expiring on the 30th June or 31st December in any year.
- (iv) *Term of working.*—The railway is debited with a share of the working expenses of the system, excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.
- (v) *Rates and fares.*—To conform to those generally in force on the Godhra-Rutlam-Nagda railway.

## 7. Godhra-Rutlam-Nagda railway—

(a) The Godhra-Rutlam-Nagda railway is worked under the following contracts :—

*Contract of*—5th October 1893 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Godhra-Rutlam railway.

1st October 1897 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Rutlam-Nagda railway.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(For terms of contracts—see Rajputana-Malwa railway, paragraph 8 *et seq.*)

## 8. Rajputana-Malwa railway—

(a) The Rajputana-Malwa railway is worked under the following contracts :—

*Contracts of*—24th September 1884 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintaining and working the Rajputana-Malwa railway.

16th March 1888. Contract supplemental to that of 1884 for maintaining and working the Cawnpore-Achnera railway.

8th November 1889. Contract supplemental to that of 1884 for maintaining and working the Brindaban branch.

1st February 1901. Contract modifying that of 1884.

(b) The general conditions of the contracts are as follows :—

- (i) *Government aid.*—The line is the property of the State.
- (ii) *Currency of contract.*—The duration of the contract is up to the 31st December 1905.
- (iii) *Power of company to surrender contract.*—Nil.
- (iv) *Terms of working.*—The working expenses of the system, excluding 2' and 2' 6" gauge lines, are pooled, and divided between the component parts of the system in proportion to the gross earnings of each. The net earnings thus arrived at of the Rajputana-Malwa, 3' 3½" gauge, and Godhra-Rutlam-Nagda, 5' 6" gauge, railways, are paid in full to Government.

**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
9 (a)	<b>BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—contd.</b>				
	Total Bombay, Baroda and Central India Railway system, Brought forward	...	...	..	824'26
	Total Rajputana-Malwa, Brought forward	...	...	...	718'98
9 (g)	<b>Rajputana-Malwa—contd.</b> (3' 3½" gauge.)				
	<b>MALWA SECTION—</b>				
	<i>Main line—</i>				
	Khandwa to Sanāwad . . . . .	8-1-72	1-2-74	34'25	
	Sanāwad to Mortakka . . . . .		1-4-74	3'50	
	Mortakka to Choral . . . . .		20-1-75	20'50	
	Choral to Mhow . . . . .		1-1-78	15'69	
	Mhow to Indore . . . . .		3-8-76	13'00	
	Nerbudda bridge . . . . .	29-10-73	5-10-76	...	
	Indore to Fatehabad . . . . .		3-8-76	25'23	
	Fatehabad Junction to Rutlam . . . . .		11-7-78	48'75	
	Rutlam to Jaora . . . . .	5-10-77	25-2-80	20'50	
	Jaora to Mandsaur . . . . .		8-4-80	31'75	
	Mandsaur to Neemuch . . . . .		2-7-80	30'25	
	Neemuch to Nimbahera . . . . .	30-4-79	10-3-81	16'40	
	Nimbahera to Chitorgarh . . . . .		10-3-81	17'65	
	Chitorgarh to Nasirabad . . . . .		1-12-81	100'65	
	Nasirabad to Ajmer . . . . .	14-4-74	14-2-76	14'15	
	Total Main line	...	...	.	392'27
	<i>Branch on Malwa section—</i>				
	<i>Ujjain branch—</i>				
	Fatehabad to Ujjain . . . . .	20-10-73	3-8-76	12'00	14'85
	Ujjain branch extension across the Sipra river to Ujjain city	6-12-82	1-3-84	2'86*	
	Total Branch	.	..		
	TOTAL, MALWA SECTION	.	...	...	407'15
	<b>CAWNPORE-ACHNERA SECTION—</b>				
	<i>Main line—</i>				
	Cawnpore to Kanauj . . . . .	13-10-78	15-12-80	40'51	239'34
	Kanauj to Farukhabad . . . . .		1-2-81	36'50	
	Farukhabad to Kasganj . . . . .	13-7-82	1-4-84	67'00	
	Kasganj to Hathras . . . . .		1-7-84	54'00	
	Hathras to Muttra . . . . .	April 1874	19-10-75	29'00	
	Jumna bridge . . . . .	July 1882	1-7-84	1'00	
	Muttra to Achnera . . . . .	Feb. 1880	7-11-81	22'33	
	Total Main line	...	...		
	<i>Branches on Cawnpore-Achnera section—</i>				
	<i>Etahmavart branch.</i> . . . .	18-3-81	10-11-85	5'00	21'32
	<i>Soron branch</i> . . . . .	16-3-83	4-1-85	9'00	
	<i>Lirindaban branch</i> . . . . .	4-5-88	26-5-89	7'32	
	Total Branches	...	...		21'32
	TOTAL, CAWNPORE-ACHNERA SECTION	.	...		260'66
	<b>REWARI-BHATINDA-FAZILKA SECTION—</b>				
	<i>Main line—</i>				
	Rewari to Hissar . . . . .	13-9-81	20-3-83	89'00	†261'57
	Hissar to Sirsa . . . . .	8-10-82	1-1-84	50'50	
	Sirsa to Kot Kapura . . . . .		1-10-84	72'07	
	Kot Kapura to Fazilka . . . . .		1-1-85	50'00	
	TOTAL, REWARI-BHATINDA-FAZILKA SECTION	...	...	...	†261'57
	GRAND TO. RAJPUTANA-MALWA	...	...	...	1,648'36
	Carried over	...	...	...	2,472'68

\* Includes 2'10 miles, 5' 6" gauge, from Sipra Junction to station opened in 1899.  
† Includes 26'28 miles of mixed gauge between Kot Kapura and Bhatinda.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 8. Rajputana-Malwa railway—concl'd.

## (b) General conditions—concl'd.

(v) *Rates and fares.*—Maximum and minimum rates and fares have been fixed within which the Company are authorised to vary the rates.

(vi) *General remarks.*—The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achhnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway, but Government reserve the right to take back the line at any time.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company from the 1st January 1885.

## 9. Ahmedabad-Parantij railway—

(a) The Ahmedabad-Parantij railway is worked under the following contracts —

*Contracts of*—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges

(b) The general conditions of the contract are as follows —

(i) *Government aid.*—A rebate is allowed up to 10 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land has also been provided free.

(ii) *Currency of contract.*—Government may, by giving 12 months' notice, determine the contract on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, but not exceeding by more than 20 per cent the total capital expenditure of the Company, nor being less than such capital expenditure, or on the 31st December 1946, paying the Company in rupees an amount equal to the total capital expenditure.

(iii) *Power of Company to surrender contract.*—Nil

(iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2'6" gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

(v) *Rates and fares.*—To be arranged from time to time between the Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

## 10. Palanpur-Deesa railway—

(a) The Palanpur-Deesa railway is worked under—

*Terms*—contained in letter No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and letter No. 62 Ry., dated 23rd June 1892, from the Secretary of State to the Government of India.

*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(b) The general conditions of the terms are as follows:—

(i) *Government aid.*—The line is owned jointly by Government and the Palanpur Durbar.

(ii) *Currency of contract.*—The contract is co-terminus with the Company's contract for working the Rajputana-Malwa railway. In the event of the line being extended, Government can terminate the contract on giving the Company six months' notice.



**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. †	Total
				Miles.	Miles.
9 (a)	<b>BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—contd.</b>				
	Brought forward . . . . .	...	...	...	2,472.62
9 (g)	<b>RAJPUTANA-MALWA—contd.</b>				
	DOUBLE LINE, RAJPUTANA SECTION.				
	Agra fort to Agra Cantonment . . . . .	...	11-8-73	1.14	
	Total Double line . . . . .	...	...	1.14	
9 (i)	<b>AHMEDABAD PARANTIJ— (3' 3½" gauge.)</b>				
	Ahmedabad to Talod . . . . .	January 1896.	1-5-97	32.82	
	Talod to Parantij . . . . .		2-7-97	7.83	
	Parantij to Idar-Ahmednagar . . . . .		23-10-97	14.05	
	TOTAL, AHMEDABAD-PARANTIJ . . . . .	...	...	...	54.70
9 (j)	<b>PALANPUR-DEESA— (3' 3½" gauge.)</b>				
	Palanpur to Deesa . . . . .	20-3-93	8-11-93	17.28	
	TOTAL, PALANPUR-DEESA . . . . .	...	...	...	17.28
9 (k)	<b>GAEKWAR'S MEHSANA— (3' 3½" gauge.)</b>				
	Mehsana to Vadnagar . . . . .	...	21-3-87	20.73	
	Vadnagar to Kheralu . . . . .	...	12-12-88	7.00	
	Viramgam to Mehsana . . . . .	...	1-2-91	40.21	
	Mehsana to Putan . . . . .	...	20-7-91	24.69	
	TOTAL, GAEKWAR'S MEHSANA . . . . .	...	..	...	92.63
9 (l)	<b>GAEKWAR'S DABHOI— (2' 6" gauge.)</b>				
	Miyagam to Dabhoi . . . . .	21-3-72	8-4-73	20.00	
	Dabhoi Chandol . . . . .	27-11-77	15-4-79	10.62	
	Dabhoi to Bāhādarpur . . . . .		17-9-79	9.64	
	Dabhoi to Goya Gate . . . . .	29-1-79	1-7-80	17.00	
	Goya Gate to Vishvāmitri . . . . .		24-1-81	1.63	
	Bāhādarpur to Bodeli . . . . .	Sept. 1888	16-6-90	12.77	
	Vishvāmitri to Padra . . . . .	28-8-95	1-7-97	7.14	
	TOTAL, GAEKWAR'S DABHOI . . . . .	...	...	...	78.80
	Carried over . . . . .	...	...	...	2,716.03

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 10. Palampur-Deesa railway—concl'd.

## (b) General conditions—concl'd.

(iii) *Power of Company to surrender contract.*—Nil.(iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2' 6" gauge lines, in proportion to the total earnings of the Palampur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palampur Durbar in proportion to the capital provided by each, after excluding from the Government capital the sum of Rs. 25,117 for extra expenditure in providing a 5' 6" gauge substructure.(v) *Rates and fares.*—Same as on the Rajputana-Malwa railway.

## 11. Gackwar's Mehsana railway—

(a) The Gackwar's Mehsana railway is the property of the Baroda State and is worked under the following—

*Agreement of*—1st July 1891 (between the Government of His Highness the Gackwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.NOTE.—See Petlad-Cambay railway (Anand-Tarapur section), paragraph 4 *ante*. The terms of working are the same for both railways.

## 12. Gackwar's Dabhoi railway—

(a) The Gackwar's Dabhoi railway is worked under—

*Agreement of*—1st January 1897 (between the Government of His Highness the Gackwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

(b) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Baroda State.(ii) *Currency of agreement.*—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th of June or 31st of December.(iii) *Terms of working.*—The Company work the railway at actual cost, plus 12½ per cent. on total working expenses (but not less than Rs. 500 per mensem or more than Rs. 800 per mensem, in a half-year) for superintendence.(iv) *Rates and fares.*—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible must conform generally to those in force on the Bombay, Baroda and Central India railway.

## 13. Rajpipla railway—

(a) The Rajpipla railway is worked under—

*Agreement of*—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

(b) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Rajpipla State.(ii) *Currency of agreement.*—The agreement may be terminated by either party on the expiration of three years or at the end of any calendar half-year thereafter, on one year's notice from either side.(iii) *Terms of working.*—The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net earnings of the Rajpipla railway as contribution to the Provident Fund; and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem or more than Rs. 800 per mensem) for superintendence.(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Rajpipla State; and to conform to those generally in force on the Bombay, Baroda and Central India railway.

## 14. Jalpur (Siwal-Madhupur) railway—

## 15. Vijapur Kalol-Kadi railway—

## 16. Ahmedabad-Dholka railway—

## 17. General remarks.—

The following sections of the Bombay, Baroda and Central India railway are worked over by other lines:—0·24 mile at Ujjain by the Indian Midland railway, and 7·25 miles from Dadar Junction to Colaba by the Great Indian Peninsula railway. The length from Dadar Junction to Carnac bridge, 4·39 miles of the Great Indian Peninsula railway is worked over by the Bombay, Baroda and Central India railway.

The following sections of the Rajputana-Malwa railway are worked over by foreign lines—1·00 mile from Agra East Bank to Agra Fort by the East Indian railway; and 2·89 miles at Agra by the Indian Midland railway.

**Appendix 47**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
9 (a)	<b>BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—continued.</b>				
	Brought forward	...	...	...	2,716.03
9 (f)	<b>RAJPIPIA—</b> (2' 6" gauge.)				
	Anklesvar to Raj-Pardi . . . . .	Oct. 1894	1-7-97	19.03	
	Raj Pardi to Umalla . . . . .	Feb. 1896	10-1-99	4.95	
	Umalla to Amletha . . . . .		1-6-99	7.85	
	Amletha to Vandal . . . . .		20-7-99	5.54	
	<b>TOTAL RAJPIPIA</b>		...		37.37
	<b>TOTAL OPEN MILEAGE, BOMBAY, BARODA AND CENTRAL INDIA SYSTEM</b>	...		...	2,753.40
	<i>Lanes under construction or sanctioned for construction—</i>				
9 (m)	<b>JAIPUR (SIWAI-MADHOPUR—</b> (3' 3½" gauge)				
	Sanganer to Siwai-Madhapur in the J. & B. S. Co. . . . .	2-1-97	...	72.85	
	<b>TOTAL JAIPUR</b>	...	...		72.85
9 (n)	<b>VIJAPUR-KALOL-KADI—</b> (4' 6" gauge)				
	Vijapur to Kalol . . . . .	2-5-99	...	29.60	
	Kalol to Kadi . . . . .	20-3-1901	...	12.20	
	<b>TOTAL VIJAPUR-KALOL-KADI</b>	...	...		41.80
9 (o)	<b>AHMEDABAD-DHOLKA—</b> (3' 3½" gauge.)				
	Ahmedabad to Dholka . . . . .	...	...	33.46	
	<b>TOTAL AHMEDABAD-DHOLKA</b>	...	...		33.46
	<b>Total lanes under construction</b>	...	...	...	148.11
	<b>GRAND TOTAL, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM</b>	...	...	...	2,901.51

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 18. Details of construction—

(a) *Permanent-way.*—

*Bombay Baroda and Central India railway.*—The main line is chiefly laid with double-headed steel rails, weighing 59lb. to the yard, except on the Viramgam-Wadhwan section, which is laid with 60lb. iron rails on cast-iron pot sleepers. On the southern part of the line (Bombay to Broach) the rails are laid on creosoted pine sleepers. On the double line from Virar to Dahnu, Amroli to Anklesvar and Broach to Mirvagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and four-holed chairs. On the double line from Dahnu to Dahanu Road and from Mirvagam to Itola 82lb. bull-headed steel rails are laid on cast-iron pot sleepers. On the double line, Itola to Baroda, 69lb. double-headed steel rails are laid on cast-iron pot sleepers. The rails on the Patra branch are flat footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers, but are being renewed annually with 50lb. steel rails. The rails on the Godhra branch are 69lb. and 60lb. steel, laid, with a few trifling exceptions, on iron pot sleepers.

*Tüpti Valley railway.*—The permanent-way consists of 70 lb. flat-footed rails laid on creosoted pine and teak sleepers.

*Pattad Cambay railway.*—The permanent-way consists of 66lb. flat-footed steel rails and creosoted pine sleepers.

*Nagda-Dudhna railway.*—The permanent-way consists of 75lb. flat-footed steel rails, with 5 bolt hole fish-plates, laid on cast-iron pot sleepers, Indian Midland railway pattern.

*Godhra-Ratlam-Nagda railway.*—The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough deodar and creosoted pine sleepers.

*Rajputana Malwa railway.*—The rails originally used were 30lb. and 40lb. to the yard laid on transverse deodar and creosoted pine sleepers. The 30lb. iron rails have nearly all been replaced by 41lb. steel rails which in future renewals will be replaced by 5 lb. rails. The creosoted half round pine sleepers with which the road was first laid are being replaced by deodar sleepers. The Cawnpore-Farrukhabad section is laid with iron rails, 60lb. to the yard. The line from Farrukhabad to Achneta is laid with steel rails, 41lb. to the yard, on transverse sleepers of deodar. On the Rewari Boatindia-Jalga line, the rails are mainly of steel, 41lb. to the yard, laid on deodar and Denham-Olipherts' pot sleepers.

*Ahmedabad-Patidar railway.*—The line is laid with 41lb. flat-footed steel rails on transverse deodar and creosoted pine sleepers.

*Patalpani-Darya railway.*—The rails are iron, 60lb. to the yard, laid on Denham-Olipherts' cast-iron sleepers, or on steel fish-plate sleepers taken from the main line.

*Gandhinagar-Mehsana railway.*—The line from Mehsana to Kharadu is laid with steel rails, 41lb. to the yard, on transverse steel trough sleepers. The remainder of the line is laid with iron and steel rails, 60lb. and 41lb. to the yard, on deodar sleepers, except a mile on the Mehsana-Viramgam section, which is laid with steel trough sleepers.

*Gackwar's Dabhoi railway.*—The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 30.75 miles and 12.50 miles, respectively, on wooden sleepers. The renewals are being made with 31lb. steel rails. The Vishvamitra-Patra section is laid with 31lb. steel rails and wooden sleepers.

*Rajputana railway.*—The line is laid with 41lb. iron rails on half round jungle teak sleepers.

(b) *Ballast.*—The whole system is ballasted throughout with stone, gravel or sand.

(c) *Tunnels.*—The following are the tunnels of 500 feet length and over:—Tunnel between Bagrangarh and Amargar, 765 feet, and Mhow ghat No. 4, between Patalpani and Kalakand, 622.75 feet. There are three other tunnels varying from 245.50 feet to 365.50 feet in length, aggregating 994 feet on the Sonmehats.

(d) *Bridges.*—The following are the important bridges of 1,000 feet and over:—South and North Bassein (between Bhayndra and Umeyla), 69 spans of 60 feet, and 25 spans of 60 feet, respectively; South and North Viluma (between Virar and Sophal), 20 spans of 60 feet and 23 spans of 60 feet, respectively; Tüpti (between Surat and Amroli), 50 spans of 60 feet; Nerbudda (between Anklesvar and Broach), 25 spans of 143.0 feet; Mhye (between Rajuva and Várid), 27 spans of 60 feet. Sibarmati (between Ahmedabad and Sabarmati), 1 span of 67 feet, 20 spans of 60 feet and 1 span of 52.41 feet; and Mhye (between Sevalia and Timba Kord), 64 spans of 30 feet; Mahi (between Bhaironghar and Raoti), 6 spans of 150 feet and 2 spans of 100 feet; Chambal, near Nagda, 10 spans of 100 feet; Jumna (between Agra Fort and Agra Junction), 16 spans of 133 feet and 6 spans of 23 feet; Jumna (between Muttra Cantonment and Rava), 7 spans of 150 feet; Nerbudda (between Mortakka and Barwaha), 14 spans of 183 feet; and Siew (between Mandasaur and Dalauda), 11 spans of 50 feet.

**Appendix 47.**  
History of railways.

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## History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage..	Total
9(a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM— <i>concd.</i>				
3 (c)	BRAHMAPUTRA-SULTANPUR— (See Eastern Bengal system.)				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 18. Details of construction—concluded.

## (e) Fencing—

*Bombay, Baroda and Central India railway.*—The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwan there are 33½ miles of cactus and 47½ miles of wire. The Godhra branch is fenced partly with cactus (2½ miles) and partly with wire (46½ miles). The Patli branch is unfenced.

*Tápti Valley railway.*—The line is not fenced, except round station yards.

*Petlad-Cambay railway (Anand-Tarapur section).*—The whole of the Anand-Petlad section is fenced with cactus.

*Petlad-Cambay railway (Tarapur-Cambay section).*—The line has not been fenced, except round station yards.

*Nágd-Újjain railway.*—The line has not been fenced, except round station yards.

*Godhra Rutlam-Nágd railway.*—The line is fenced with wire from mile 0 to mile 35 and then in different sections, making an aggregate of 70½ miles. The rest of the line is unfenced.

*Rajputana-Malwa railway.*—The total length of line fenced on the Rajputana section is 658 miles, or three-fourths of the whole section. The Malwa section is generally unfenced, except on the ghats between Mhow and Kalakund and at stations. The Cawnpore-Achmera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Hathras City and Muttra Cantonment. There are a few miles of double fencing at stations. The Rewari-Bhatinda-Fazilka section is fenced for about 110 miles of the main line and at stations.

*Ahmedabad-Parántij railway.*—Fenced only in station yards.

*Palanpur-Deesa railway.*—The entire length, with the exception of a little wire fencing at mile 2, is fenced with cactus.

*Gaekwar's Malsana railway.*—The whole line was originally fenced with cactus, but this has in several places been entirely destroyed by floods and locusts, and what remains is much broken up.

*Gaekwar's Dabhoi railway.*—There is no fencing, except what has been put up by the villagers themselves.

*Rajpura railway.*—There is no fencing, except in the station yards.

## (f) Curves—

*5' 6" gauge sections.*—There are no curves under a radius of 1,000 feet.

*3' 3½" and narrower gauge sections, excluding Gaekwar's Dabhoi railway.*—There are no curves under a radius of 1,000 feet.

*Gaekwar's Dabhoi railway.*—There are no curves under a radius of 500 feet.

(g) *Gradients.*—Of a total open mileage of 2,753.40 miles on the system, 3.40 miles are on a gradient of 1 in 50, or steeper.

**Appendix 47.**  
History of railways.

APPEN

*History of railways constructed and in progress*

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
36 (a)	<b>BUKHTIARPUR-BIHAR LIGHT—</b> (2 <sup>d</sup> 6 <sup>th</sup> gauge.)				
	Bukhtiarpur on the East Indian railway to Bihar . . . . .	...	...	18.75	
	<b>TOTAL, BUKHTIARPUR-BIHAR . . . . .</b>	...	...	...	18.75

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Bukhtiarpur-Bihar Light railway.—

(a) The Bukhtiarpur-Bihar Light railway is being constructed and will be worked on the terms in Bengal Government Notification No. 100 R, dated the 25th June 1901, under the following agreement —

*Agreement.*—(Between the District Board of Patna and the Bukhtiarpur Bihar Light Railway Company).

(b) The general conditions are as follows —

(i) *Government aid.*—In addition to land which has been provided free of charge, except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.

(ii) *Currency of contract.*—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, viz., upon the expiration of twenty-one years from the date of the order of the Local Government authorising the construction of the line by giving six months' notice, or at intervals of seven years thereafter, the value to be calculated at twenty years' purchase of the average net profits to the Company during the four years preceding the transactions, together with a bonus of 20 per cent. thereon.

(iii) *Terms of working.*—Any surplus profits in excess of four per cent. on share capital, plus not more than 4 per cent. on debenture capital, will be equally divided between the District Board and the Company.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remark.*—The line is to be laid as far as possible on the District road.

## 2. Details of construction—

(a) *Permanent-way.*—30 lb. steel rails, Vignole's pattern, on cross sleepers of pyinkado.

(b) *Ballast.*—The line will be ballasted throughout.

(c) *Fencing.*—The line will not be fenced.



**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
24 (a)	<b>BURMA—</b> (3' 3½" gauge.)				
	<b>IRRAWADDY SECTION—</b>				
	Rangoon to Prome . . . . .	25-9-74	2-5-77	161'00	
	<b>TOTAL, IRRAWADDY SECTION</b> . . . . .	...	...		161'00
	<b>SITTING SECTION—</b>				
	<i>Main line—</i>				
	Rangoon to Pegu . . . . .	23-5-81	4-2-84	46'25	
	Pegu to Pyuntaza . . . . .		1-2-84	41'75	
	Pyuntaza to Nyaunglebin . . . . .		4-2-84	5'00	
	Nyaunglebin to Toungoo . . . . .		1-7-85	73'00	
	<b>Total Main line</b> . . . . .	...	...		166'00
	<i>Branches—</i>				
	Suburban lines . . . . .	25-9-74	1-3-80 15-7-91	6'00 3'00	
	<b>Total Branches</b> . . . . .	...	...		9'00
	<b>TOTAL, SITTING SECTION</b> . . . . .	...	...		175'00
	<b>MANDALAY SECTION—</b>				
	<i>Main line—</i>				
	Toungoo to Thawutti . . . . .	October 1889.	1-5-88	44'00	
	Thawutti to Pyin Odon . . . . .		1-5-88	15'00	
	Pyin Odon to Yamethin . . . . .		15-11-88	49'00	
	Yamethin to Mandalay . . . . .		1-3-89	112'00	
	<b>Total Main line</b> . . . . .	...	...		220'00
	<i>Branches—</i>				
	<i>Meiktila branch—</i>				
	Thazi to Meiktila Cantonment . . . . .	1-1-92	10-5-93	12'80	
	Meiktila to Myingyan . . . . .	Sept. 1893	15-11-99	57'21	
	<i>Mandalay Shore branch—</i>				
	Mandalay to Mandalay shore . . . . .		April 1889	70'10	
	<b>Total Branches</b> . . . . .				72'60
	<b>TOTAL, MANDALAY SECTION</b> . . . . .				292'60
	<b>MU VALLEY SECTION—</b>				
	<i>Main line—</i>				
	Sagaing to Shwebo . . . . .	Sagaing to Kawlin 17-10-89 Kawlin to Nankan Nankan to Feb. and March 1891.	1-7-91	53'05	
	Shwebo to Wuntho . . . . .		4-4-92	90'46	
	Wuntho to Nankan . . . . .		1-11-94	15'46	
	Nankan to Mohnyin . . . . .	Sept. 1893 Dec. 1895	21-10-95	74'35	
	Mohnyin to Mogaung . . . . .		1-3-96	52'34	
	Mogaung to Myittha . . . . .		1-1-98	36'63	
	<b>Total Main line</b> . . . . .	...	...		331'29
					331'29
	<b>Carried over</b> . . . . .	...	...		628'60

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Burma railways—

(a) The Burma railways are worked under the following contract—

*Contract of*—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

(b) The general conditions of the contract are as follows.—

(i) *Government aid*—Interest is guaranteed at 2½ per cent. on the Company's share capital. Land was also provided free of charge.

(ii) *Duration of contract*—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contract, on the 31st December 1921, or at the end of any succeeding tenth year, by giving twelve months' previous notice. On the determination of the contract from any cause, the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*—The net receipts in each half-year are to be applied in payment to Government of—

The equivalent of the interest paid for the half-year on any debentures issued by the Company;

The equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;

The equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government;

Any surplus, in a year ending on the 30th June, to be divided between Government and the Company, in the proportion of four-fifths to the former and one-fifth to the latter, the Company's share for any year up to the 30th June 1901 being reduced by the amount of the additional interest at ½ per cent. paid by the Government in respect of the same year.

(v) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks*.—The Burma Railway Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3' 3½" gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from the Government on the 1st September 1896 comprised the following lines—Rangoon to Prome on the Irrawaddy river, Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagung, and Sagung to Mogaung, with an extension to Myitkyina, and a branch to Katha, whence there is communication by river with Bhamo.

## 2. Details of construction—

(a) *Permanent-way*.—The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 103 miles, 41½lb. steel for 29 miles, and 40lb. iron for 20 miles. The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Deiku (81 miles), the remaining 85 miles being laid with rails, 41½lb. to the yard. The Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel. The Thazi-Myingyan branch consists of steel rails, 41½ and 50lb. to the yard. The Mu Valley line consists of 41½lb. flat-footed steel rails, with the exception of the Alon branch, where the rails are mostly 50 lb. The Mandalay-Kunlong line is laid with 50lb. steel rails. The Bassein-Henzada-Letpadian branch will be laid with steel rails, 50lb. to the yard. The sleepers throughout are generally of teak, pyinma and pyinkado.

(b) *Ballast*.—The ballast is either shingle or broken stone.

(c) *Tunnels*.—On the Mandalay-Kunlong section, there are two tunnels at the Gokteik Gorge, viz., No. 1 tunnel, 345 feet, and coverings in the approach 60 and No. 2 tunnel, 490 feet.

**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
24(a)	<b>BURMA—concl'd.—</b> (3' 3½" gauge.)				628'60
	Brought forward . . .	...	...	...	331'29
	<b>MU VALLEY SECTION—concl'd.</b>				
	<i>Branches—</i>				
	Sagaing to Aton . . . . .	Sept. 1898	15-4-00	70'46	
	<i>Myohauing branch—</i>				
	Myohauing to Amarapura shore . . . . .	17-10-89	22-11-91	6'00	
	<i>Katha branch—</i>				
	Naba to Katha . . . . .	...	2-10-95	14'45	
	Total Branches . . . . .	...	...		90'91
	<b>TOTAL, MU VALLEY SECTION</b> . . . . .	...	...	...	422'20
	<b>MANDALAY-KUNLONG SECTION—</b>				
	Myohauing to Sédaw . . . . .	{ Oct. 1895 }	1-1-98	13'00	
	Sédaw to Maymyo . . . . .		1-4-00	26'10	
	Maymyo to Nawngkhio . . . . .		27-5-00	34'10	
	Nawngkhio to Hsipaw . . . . .		1-6-01	53'25	
	<b>TOTAL OPEN MILEAGE, MANDALAY-KUNLONG SECTION</b> . . . . .	..	...	...	126'45
	<b>TOTAL OPEN MILEAGE, BURMA</b> . . . . .	.	..	..	1,177'25
	<i>Lines under construction or sanctioned for construction—</i>				
	<b>MANDALAY-KUNLONG SECTION—</b>				
	Hsipaw to Lashio . . . . .	16-10-95	1-10-02*	50'30	
	<b>BASSIN-HENZADA-LEIPADAN—</b>				
	Letpadan (on Irrawaddy line) to Tharrawá on the east bank of the Irrawaddy river, thence through Henzada (on the west bank of the Irrawaddy) to the town of Bassin . . . . .	7-9-99	Letpadan to Tharrawá 1-4-1902* remainder 1-11-1902.*	114'40	
	Total Lines under construction . . . . .	...	...		164'70
	<b>DOUBLE LINE—MAIN LINE AND BRANCHES—</b>				
	Rangoon to Kemmendine . . . . .	..	30-10-89	3'54	
	Kemmen. line to Insein . . . . .	...	10-1-90	5'50	
	Myohauing to Mandalay . . . . .	...	3-10-99	2'45	
	Nahakaung to Naba . . . . .	..	11-6-07	0'55	
	Total Double line . . . . .	...	...	12'04	
	<b>GRAND TOTAL, BURMA</b> . . . . .	...	...	...	1,341'95

\* Probable dates of opening.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 2. Details of construction—concluded.

- (d) *Bridges*.—On the Mandalay-Kunlong section, there is a long high viaduct at the Gokteik Gorge which consists of 10 spans of 120 feet, 5 spans of 60 feet, and 2 spans of 55 feet, supported on piers formed of steel trestles in pairs 40 feet apart. The total length of the viaduct is 2,260 feet and the greatest height of rail level above ground 325 feet.
- (e) *Fencing*.—The line from Prome to Mandalay is fenced. The Mu Valley line is generally unfenced, except at a few stations. On the Mandalay-Kunlong section the line is not fenced.
- (f) *Curves*.—On the Mu Valley line there are in all 13 curves of a radius of 573 feet, the sharpest on the line; four on the Katha branch between miles 212 and 213.8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 215 on the Nankhan-Mahyin section, 3,790 feet long.
- (g) *Gradients*.—Of a total open mileage of 1,177.25 miles, 9.81 miles are on the ruling gradient of 1 in 25 and 65.47 miles on a gradient of 1 in 100, or steeper.

**Appendix 47.**  
History of railways.

**APPEN***History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.. Miles.	Total. Miles.
5 (a)	<b>CALCUTTA PORT COMMISSIONERS'—</b> (5' 6" gauge). <i>Main line—</i>				
	Baghazar to Cossipore . . . . .		1-6-78	1 14	
	Baghazar to Meerbohur Ghât . . . . .		1-11-75	1'76	
	Meerbohur Ghât to Jetties . . . . .	...	1-6-78	0'84	
	Jetties to Chandpal Ghât . . . . .		1-12-80	0'32	
	Chandpal Ghât to Kidderpore Docks . . . . .		1-1-87	2'16	
	Total Main line . . . . .	...	...	...	6'22
	<i>Skatimar branch—</i>				
	Telkul Ghât Road <i>via</i> Bhurpara Khal to Shalmai . . . . .	...	31-12-01	1'43	
	Total Branch . . . . .	...	..	...	1'43
	TOTAL, CALCUTTA PORT COMMISSIONERS' . . . . .	...	...	...	7'65
6 (c)	<b>CAWNPORE-BURHWAL—</b> (3' 3½" gauge <i>link</i> ). (See Oudh and Rohilkhand system).	.	.		
2 (c)	<b>COOCH BEHAR—</b> (See Eastern Bengal system).				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Calcutta Port Commissioners' railway—

(a) The Calcutta Port Commissioners' railway was constructed by the Port Commissioners out of Port Trust Funds and is worked by the m.

(i) *General remarks*—The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners under a deed of conveyance by Government, and for this land the Commissioners pay to Government a quit rent of Rs. 40,000 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred to the Commissioners by Government.

The railway is of a single track, but there are a large number of sidings for crossing trains and loading goods. The portion from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Baghazar with the Eastern Bengal State railway and the Municipal railway, respectively. It serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. There is a bridge over the Circular canal, the platform (carrying the rails) of which is constructed to lift and lower, to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore Docks, a line with sidings was at first laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. There is a bridge over the Tolly's Nullah similar to the one erected over the Circular canal. A portion of the main line in this section, measuring 1.49 miles, was doubled in 1898 by laying 1,800 feet new line and linking up the old sidings along the line at Fort Point from Baboo Ghât viaduct to Hastings Lift bridge. The Shalimar branch is laid on the west side of the Howrah foreshore road, and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of Telkul Ghât Road. It serves the workshops of Messrs. Burn and Company, the chowl godowns at Ramkrishnapore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The portion of the line from Jagat Banerjee's Ghât level crossing to Bhurpara Khâl, 0.88 mile, was taken up in 1900, after the old coal depôt was sold to the Bengal-Nagpur railway.

## 2. Details of construction—

- (a) *Permanent-way*.—The Cossipore-Chandpal Ghât section is laid partly with iron and partly with steel rails, weighing 60 lb. to the yard, on Maclellan's patent sleepers and sal sleepers. The Chandpal Ghât-Kidderpore Docks section is laid partly with new rails on Maclellan's embossed and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75 lb. double-headed steel rails on cast-iron ordinary chairs spiked on sal-sleepers.
- (b) *Ballast*.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Docks section is packed with ballast. On the Shalimar branch, packing is done with 1st class Bhama ballast.
- (c) *Fencing*.—The Cossipore-Chandpal Ghât section is fenced with wire and iron standards, except from Collah Ghât to Chandpal Ghât. The Chandpal Ghât-Kidderpore Docks section is fenced on the east side only with wooden posts and rails. The Shalimar branch is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.
- (d) *Curves*.—There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 740 feet and the lengths from 74 feet to 200 feet.
- (e) *Gradients*.—Of a total mileage of 7.65 miles, 2.21 miles are on a gradient of 1 in 300, or steeper.

Appendix 47.  
History of railways.

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History of railways constructed, and in progress

Class: No.	Name and sections of railways.	Date of sanction.	Date of opening.	Mileage.	Total.
30(a)	<b>DARJEELING-HIMALAYAN—</b> (2' 6" gauge.)				
	Siliguri to Kurseong . . . . .	1879	23-8-80	31'75	
	Kurseong to Sonáda . . . . .		1-2-81	9'50	
	Sonáda to Ghum . . . . .		5-4-81	5'87	
	Ghum to Darjeeling . . . . .		4-7-81	3'63	
	Darjeeling to the Darjeeling bazar . . . . .		16-6-86	0'25	
	TOTAL, DARJEELING-HIMALAYAN . . . . .	...	...	...	51'00
1(b)	<b>DELHI-UMBALLA-KALKA—</b> (See East Indian system )				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Darjeeling-Himalayan railway—

- (a) The Darjeeling-Himalayan railway is worked under the following contract —  
*Contract of—*8th April 1870 (between the Secretary of State and Franklin Prestage, Esq.), for construction, maintenance and working.
- (b) The general conditions of the contract are as follows —
- (i) *Government aid*—Government undertake to pay the Company such sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road are also granted free of cost.
- (ii) *Curacy of contract*.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to them for permanent improvements to the road or works connected with it. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment with an additional bonus of 20 per cent. over and above such value.
- (iii) *Power of Company to surrender contract*.—Nil.
- (iv) *Terms of working*.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.
- (v) *Rates and fares*.—Certain maxima have been fixed within which the company is permitted to vary its rates.
- (vi) *General remarks*.—The line is laid for a great part of its length along the cart road. The road has almost continuous curves and windings as it passes across the mountains.

2. Details of construction—

- (a) *Permanent way*.—The line which was originally laid with iron rails, 30lb. to the yard, on the plains, has been relaid with iron rails 40lb. to the yard. Steel rails, 41½lb. to the yard, are laid on the hill portion. Of the Terai, 270 miles have been renewed with 41½lb. steel rails. Sā, oak and chestnut sleepers are in use, sāl only being used under the 41½lb. rails.
- (b) *Ballast*.—The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel.
- (c) *Curves*.—Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35.55 miles distributed over the line.
- (d) *Gradients*.—Of a total open mileage of 51.00 miles, 40.69 miles are on a gradient of 1 in 50 or steeper.



**Appendix 47.**  
History of railways.

**APPEN***History of railways constructed and in progress*

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
15 (a)	<b>DEOGHUR—</b> ( <i>3½ gauge.</i> )				
	Baidyanath to Deoghur . . . . .	October 1881	23-12-82	4.79	
	<b>TOTAL, DEOGHUR</b> . . . . .	...	...	...	4.79
20 (d)	<b>DHRANGADRA—</b> ( <i>See Bhavnagar-Gondal-Junagadh-Porbandar system.</i> )				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Deoghur railway—

(a) The Deoghur railway is worked under the following contract —

*Contract of*—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows —

(i) *Government aid*.—Land alone was provided free of charge.(ii) *Terms of contract*—Messrs. Burn & Co, constructed the railway with capital raised locally and without any guarantee.(iii) *Currency of contract*.—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, and take over the railway at a valuation based on the earnings for the two years immediately previous to such resumption. Government may also determine the contract after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice and take over the railway at a valuation calculated at the average market rate of the shares during the previous three years, together with an additional bonus not exceeding 20 per cent. of such value.(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates

## 2. Details of construction.—

(a) *Permanent-way*.—The permanent-way is laid with 36 lb. steel rails on wooden sleepers.(b) *Ballast*—The line is ballasted throughout.(c) *Fencing*—The line is unfenced.(d) *Curves*—The sharpest curve has a radius of 2,640 feet and extends over a length of 3,000 feet.(e) *Gradients*.—Of a total open mileage of 4.79 miles, 3.50 miles are on a gradient of 1 in 80, or steeper.

**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction	Date of opening.	Mileage.	Total.
				Miles.	Miles.
	<b>DIBRU-SADIYA SYSTEM—</b> (3' 3½" gauge.)				
13 (a)	<b>DIBRU-SADIYA—</b>				
	<i>Main line—</i>				
	Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream . . . . .	1881	8-82 16-7-83 2-5-84	15'00	
	Dinjan stream to Makum Junction . . . . .			23'50	
	Makum Junction to Dihing bridge . . . . .			23'00	
	Total Main line . . . . .	...		...	61'50
	<i>Branch—</i>				
	<i>Talap branch—</i>				
	Makum Junction to Dum-Duma . . . . .	1881	2-5-84 5-2-85	10'00	
	Dum-Duma to Talap . . . . .			6'00	
	Total Branch . . . . .	.	..	..	16'00
	<b>TOTAL, DIBRU-SADIYA</b> . . . . .	...		...	<b>77'50</b>
13 (b)	<b>LEDO AND TIKAK-MARGHERITA—</b> (3' 3½" gauge.)				
	<i>Main line—</i>				
	Dihing bridge to Ledo . . . . .	...	17-2-84	7'50	
	<i>Namding branch—</i>				
	Margherita to Namding . . . . .	...	1-1-01	3 50	11'00
	<b>TOTAL, LEDO AND TIKAK-MARGHERITA</b> . . . . .	...	...	...	
	<b>GRAND TOTAL, DIBRU SADIYA SYSTEM</b> . . . . .	..	...	...	<b>88'50</b>

on the 31st December 1901, alphabetically arranged.

## REMARKS.

1. Lines comprising system.—The Dibru-Sadiya railway system is made up of—		Open line. Miles.
(a) Dibru-Sadiya railway (3' 3½" gauge)	: : : :	77.50
(b) Ledo and Tikak-Margherita railway (3' 3½" gauge)	: : : :	11.00
TOTAL		88.50

## 2. Dibru-Sadiya railway—

(a) The Dibru-Sadiya railway is worked under the following contracts.—

*Contract of*—26th May 1880 (between the Secretary of State and the Assam Railway Company) for maintenance and working.

25th July 1881.—Contract modifying that of 1880.

(b) The general conditions of the contracts are as follows.—

(i) *Government aid*—Government guarantee payment of a subsidy, twelve months after opening of main line throughout or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line, not exceeding in any year Rs 80,000. Similarly, Government guarantee a subsidy for the Makum branch, not exceeding Rs 20,000 in any year. The free use of public roads is also provided for.

(ii) *Current of contract*.—If the Company fail to fulfil their obligations within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. If the Company do not maintain or work the railway for any time over fourteen days in any year, Government can deduct from the subsidy Rs 250 in the case of the main line and Rs 252 in the case of both main line and Makum branch each day, and in default Government will be discharged from all liabilities or obligations under this contract and can call on the Company to remove all rails, etc., and give possession of the lands, roads, etc., the Company bearing all expense in restoring the same to their original condition. Government\* may also determine contract, on giving 12 months' notice (clause 19 of contract dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

\* Note.—The Company having waived all their rights under clause 7 of contract dated 26th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1911, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 731, dated the 23rd December 1901).

(iii) *Power of Company to surrender contract*.—Nil

(iv) *Terms of working*.—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

(v) *Rates and fares*.—To be approved by Government from time to time while subsidy is payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

## 3. Ledo and Tikak-Margherita railway—

(a) The Ledo and Tikak-Margherita railway is worked under the following —

*Contract of*—30th July 1881, between the Secretary of State and the Assam Railways and Trading Company, for coal and iron mining in the Makum coal fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.*Terms*—contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

(b) The general conditions are as follows.—

(i) *Government aid*.—Nil.

(ii) *Current of contract*.—The coal concession is for a term of 27 years from 30th July 1881 within an area of 30 square miles and for a further term of 30 years within an area of at least 4 square miles.

(iii) *Power of Company to surrender contract*.— Nil.

(iv) *Terms of working*.—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it, all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings, plus 5 per cent. on the gross earnings of the colliery for rolling-stock.

(v) *Rates and fares*.—Certain rates have been sanctioned by Government for the carriage of goods.

(vi) *General remarks*.—The working of the branch was taken over by the Dibru-Sadiya railway from the 1st January 1897.

## Appendix 47. History of railways.

## APPEN

### *History of railways constructed and in progress*

Class No.	Name and sections of railways.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
13 (a)	DIBRU-SADIYA SYSTEM—concl'd.				

DIX 47—continued.

Appendix 47.  
History of railways.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 4. Details of construction—

(a) *Permanent-way*—

*Dibru-Sadiya railway*.—The line throughout was originally laid with steel rails, 41½ lb. to the yard, but these are now gradually being replaced by 50 lb. steel rails. The sleepers are chiefly uriam.

*Ledo and Tikak-Margherita railway*.—The line is laid with 50 lb. steel rails on uriam sleepers.

(b) *Ballast*.—*Dibru-Sadiya railway*.—The line is unballasted for one mile from Lower Ghât, and for 16 miles between Makum junction and Talap. On the rest of the line, broken stone ballast has been used.

*Ledo and Tikak-Margherita railway*.—The main line is three-fourths ballasted, but the Namdang branch is unballasted.

(c) *Fencing*.—The system is unfenced, with the exception of a short length at Dibrugarh.

(d) *Curves*.—There are no curves under a radius of 600 feet.

(e) *Gradients*.—Of a total open mileage of 88.50 miles, 7.57 miles are on a gradient of 1 in 150, or steeper.

**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
2 (a)	<b>EASTERN BENGAL SYSTEM—</b>				
	<b>EASTERN SECTION—</b> (5' 6" gauge.)				
	<b>Main line—</b>				
	Calcutta to Ranaghat . . . . .	16-4-59 { 1865-66	29-9-62	45'25	
	Ranaghat to Jagati Junction . . . . .		15-11-72	62'00	
	Jagati Junction to 145th mile . . . . .		1-1-71	37'82	
	Total Main line . . . . .	16-4-59	...	...	145'07
	<b>Branches—</b>				
	Jagati Junction to river Ganges ( <i>Kooshtea branch</i> ). . . . .	...	16-2-64	3'77	
	Kooshtea loop line . . . . .	...	1-8-81	1'17	
	Canal Junction to Chitpore ( <i>Chitpore branch</i> ) . . . . .	12-1-73	25-8-73	1'88	
	Portion in Chitpore yard for goods traffic . . . . .	...	13-1-88	0'12	
	Panchooria Junction to new Goalundo . . . . .	...	22-10-68	3'24	
	Mile 145 to Panchooria Junction . . . . .	...	1-4-90	3'16	
	Panchooria Junction to Shivarampore. . . . .	Feb'y. '97 { Feb'y. '96	20-10-98	3'77	
	Shivarampore to Baridpore. . . . .		9-4-99	7'43	
	Belgaichi to the Ganges . . . . .		27-10-98	2'30	
	Bhudea Junction to Borat . . . . .	...	7-6-97	3'17	
	<b>Poradaha branch—</b>				
	Poradaha to Bhurāmāra . . . . .	4-1-76	19-1-78	11'79	
	Bhanamara to Golabuggur (Dāmnolia). . . . .	22-9-83	8-12-83	6'10	
	Total Branches . . . . .	...	...	...	52'90
	<b>TOTAL, EASTERN SECTION</b> . . . . .	...	...	...	197'97
2 (b)	<b>SOUTHERN SECTION—</b> (5' 6" gauge.)				
	<b>Main line—</b>				
	Calcutta to Champahati . . . . .	...	2-1-62	15'00	
	Champahati to Port Cantoning . . . . .	...	15-5-63	12'79	
	Junction with Eastern section . . . . .	...	15-8-85	0'41	
	Bansra diversion . . . . .	Jany 1900	5-3-00	0'25	
	Total Main line . . . . .	...	...	...	28'45
	<b>Branches—</b>				
	<b>Diamond Harbour branch—</b>				
	Sonapur to Baruipur . . . . .	9-9-80 {	10-6-82	5'30	
	Baruipur to Māra Hāt . . . . .		18-12-82	9'55	
	Magra Hāt to Diamond Harbour . . . . .		25-4-83	12'00	
	Diamond Harbour towards Hara fort . . . . .		25-4-83	0'42	
	<b>Budge Budge branch—</b>				
	Ballypunge to Budge Budge . . . . .	Nov. '88	1-5-90	27'06 13'06	
	Total Branches . . . . .	...	...	...	41'62
	<b>TOTAL, SOUTHERN SECTION</b> . . . . .	...	...	...	70'07
2 (b)	<b>NORTHERN SECTION—</b> (3' 3" gauge.)				
	<b>Main line—</b>				
	Sara to Mrai . . . . .	12-2-74 {	19-1-78	38'75	
	Mrai to Jalpaiguri . . . . .		28-8-77	134'25	
	Jalpaiguri to Siliguri . . . . .		10-6-78	23'00	
	Total Main line . . . . .	...	...	...	196'00
	<b>Branches—</b>				
	<b>Rungpore branch—</b>				
	Jarbatipur Junction to Shāmpur . . . . .	...	10-5-78	15'25	
	Shāmpur to Rungpore . . . . .	12-2-74	2-7-78	7'50	
	Rungpore to Kaunia . . . . .	...	1-6-79	11'25	
				34'00	
	Carried over . . . . .	...	...	34'00 {	268'04
					196'00

on the 31st December 1900, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The Eastern Bengal railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total Miles.
(a) Eastern Bengal railway, 5' 6" gauge section . . .	268·04	7·66	275·70
(b) Eastern Bengal railway, 3' 3½" gauge section . . .	544·51	38·83	583·34
(c) Eastern Bengal railway, 2' 6" gauge section . . .	41·84	...	41·84
(d) Brahmaputra-Sultanpur railway (3' 3½" gauge) . . .	59·19	...	59·19
(e) Mymensingh-Jumalpur-Jagannathganj railway (3' 3½" gauge)	53·37	...	53·37
(f) Cooch Behar railway (3' 3½" gauge) . . . . .	33·78	...	33·78
	<hr/> 1,007·73	<hr/> 46·49	<hr/> 1,047·22

## 2. Eastern Bengal State railway—

(a) The Eastern Bengal railway is owned and worked by the State.

(i) *General remarks*—The line from Calcutta to Port Canning was constructed under guarantee. The Company surrendered it to Government on the 1st April 1868.

The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Poradaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.

On the 1st April 1887, the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern-Bengal, the Kumaon-Dhalla, the Dacca and the Assam-Bihar railways, and these lines are now worked as one combined system, the railway being re-transferred from Provincial to Imperial control with effect from the 1st April 1892.

The Kumaon-Dhalla branch was constructed by the Bengal Government out of Provincial revenues. At Jatro-pur a connection is made with the Assam mail steamer service run by the India General and River Steam Navigation Company. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Narayan-ganj ghat.

The Northern and Eastern sections are connected by a steam ferry worked by the railway between Sara ghat and Damukdia ghat.

The East Indian railway is connected with the Bengal system of railways by a ferry worked by the East Indian railway across the Ganges between Manihari and Sahibganj. A branch line runs northwards from Katraur Junction through Purnea and Kasba to Anchari ghat on the Kosi, opposite Khanwa ghat on the Kosi extension of the Tirhoot railway, where it is connected with the Tirhoot railway by a ferry worked by the Eastern Bengal State railway across the Kosi river.

## 3. Brahmaputra-Sultanpur railway—

(a) The Brahmaputra-Sultanpur railway is worked under the following contracts:—

*Contracts of*—3rd December 1896 (between the Secretary of State and the Brahmaputra-Sultanpur Branch Railway Syndicate) for the formation of a Company for the construction of the line.

8th January 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Syndicate) for the subscription of capital for the construction of the line.

22nd February 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Company) for the construction and working of the line.



Appendix 47.  
History of railways.

## APPEN

## History of railways constructed and in progress.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total
				Miles.	Miles.
	<b>EASTERN BENGAL SYSTEM—contd.</b>				
	Brought forward . . . . .	...	...	34'00	268'04
2 (b)	<b>NORTHERN SECTION—concl'd.</b> <b>3' 3½" gauge—contd.</b>				196'00
	<i>Branches—concl'd.</i>				
	<i>Dinapore branch—</i>				
	Parbatipur to Chirir bandar . . . . .	28-11-81	1-7-83	9'00	
	Chirir bandar to Dinapore . . . . .		16-5-84	8 75	
				17'75	
	Teesta bridge at Kaunia and approaches . . . . .	...	1-4-01	4'00	56 74
	(3' 3½" = 4 42 miles, 2' 6" = 0'57 mile).	...	...	...	
	Total, Branches . . . . .	...	...	...	56 74
	Total, Northern section . . . . .	...	...	...	252'74
	<b>BEHAR SECTION—</b>				
	<i>Main line—</i>				
	Manihari to Katihar . . . . .	...	1-4-87	15'50	86 36
	Katihar to Rayganj . . . . .	...	1-7-89	37 49	
	Rayganj to Dinapore . . . . .	...	15-2-88	32 65	
	Junction with the Bengal and North-Western railway at Katihar . . . . .	...	8-3-01	4 60	
	Total Main line . . . . .	...	...	...	
	<i>Branches—</i>				
	<i>Kosi branch—</i>				
	Katihar to Kasba . . . . .	...	1-4-87	22'10	72 91
	Kasba to Forbesganj . . . . .	...	1-7-89	36'81	
	Forbesganj to Ancharaghat . . . . .	...	1-1-91	14 00	
	<i>Bārsoi-Kissenganj branch—</i>				
	Bārsoi to Kissenganj . . . . .	June '91	15-12-92	35'11	108'02
	Total Branches . . . . .	...	...	...	194'38
	<b>TOTAL, BEHAR SECTION</b> . . . . .	...	...	...	
	<b>DACCA SECTION—</b> <b>(3' 3½" gauge)</b>				
	Náráyanganj ghat to Dacca . . . . .	11-8-82	4-1-85	10'25	85'92
	Dacca to Jaydepur . . . . .		1-8-85	19 65	
	Jaydepur to Gálgáon . . . . .		1-8-85	32'50	
	Gálgáon to Mymensingh . . . . .		1-8-85	23 53	
	<b>TOTAL, DACCA SECTION</b> . . . . .	...	...	...	
	<b>Kaunia-Dharlla section—</b> <b>(2' 6" gauge).</b>				
	T. sta Junction to Mogaliáat (3' 3½" gauge) . . . . .	Sept. '99	1-4-01	12'04	33'52
	T. sta Junction to Dharlla . . . . .	...	18-7-81	16'73	
	Dharlla to Jatrapur . . . . .	...	1-7-84	4 75	
	<b>TOTAL, KAUMIA-DHARLLA SECTION</b> . . . . .	...	...	...	
	<b>Cooch Behar-Santrabari extension (British section)—</b> <b>2' 6" (gauge).</b>				
	South Bank of Kaljani river to Alipur Duar . . . . .	Dec. '97	18-1-00	0'64	19'79
	Alipur Duar to Raja Bhat Khawa . . . . .		5-4-00	9'97	
	Raja Bhat Khawa to Jhairti . . . . .		1-2-01	9'18	
	<b>TOTAL COOCH BEHAR-SANTRABARI EXTENSION (BRITISH SECTION)</b> . . . . .	...	...	...	19'79
	<b>TOTAL OPEN MILEAGE EASTERN BENGAL PROPER</b> . . . . .	...	...	...	854'39
	Carried over . . . . .	...	...	...	854'39

on the 31st December 1901, alphabetically arranged

## REMARKS.

## 3. Brahmaputra-Sultanpur railway—concluded.

(b) The general conditions of the contracts are as follows—

- (i) *Government aid*.—Land alone was provided free of charge.
- (ii) *Currency of contract*.—Government may determine contract on 12 months' notice, either on the 31st December 1910, or at the end of a subsequent period of 10 years, or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1910, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings during the five years prior to determination, not exceeding by more than 20 per cent, or not being less than, the total capital expenditure, and if determined on the 31st December 1948 (50 years), paying the total amount of such capital expenditure.
- (iii) *Power of Company to surrender contract*.—Nil.
- (iv) *Terms of working*.—After deduction of 45 per cent of the gross earnings for working expenses in which is included Rs. 5,000 for each year for or towards the office expenses and the expenses of management of the company, and also all such legal expenses as are properly debitable to revenue, the balance is payable to the Company.
- (v) *Rates and fares*.—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway.

## 4. Mymensingh-Jamalpur Jagannathganj railway—

(a) The Mymensingh-Jamalpur-Jagannathganj railway is worked under the following contracts—

*Contracts of*—6th January 1897 between the Secretary of State and the India General Steam Navigation Company for the construction and working of the Mymensingh-Jamalpur-Jagannathganj railway.  
 3rd October 1899 between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj railway office from Calcutta to London.

(b) The general condition of the contracts are as follows—

- (i) *Government aid*.—Government will in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Railway Company by way of rebate on the share attributable to the Eastern Bengal railway of the proportion of traffic interchanged between the two railways, such a rebate not exceeding in any year the net earnings from traffic, except railway stores interchange between the Eastern Bengal State railway system and the railway, as well, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at rate of 3½ per cent per annum on the actual capital expenditure. Land also was provided free of charge.
- (ii) *Currency of contract*.—Government may determine contract on 12 months' notice either on the 31st December 1910, or at the end of a subsequent period of 10 years, or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1910, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, not exceeding by more than 20 per cent, or not being less than, the total capital expenditure, and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.
- (iii) *Power of Company to surrender contract*.—Nil.
- (iv) *Terms of working*.—After deduction of 45 per cent of the gross earnings for working expenses, in which is included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.
- (v) *Rates and fares*.—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway.

## 5. Cooch Behar railway—

(a) The Cooch Behar railway is worked under the following contract.

*Contract*.—Approved in Government of India letter No. 106 R. T., dated 20th January 1897, and having effect from the 1st January 1896, between the Secretary of State and the Cooch Behar Durbar for working.

(b) The general conditions of the contract are as follows—

- (i) *Government aid*.—The line is the property of the Cooch Behar State.
- (ii) *Currency of contract*.—The Eastern Bengal State railway to maintain and work the Cooch Behar State railway for a period of five years from 1st January 1896.
- (iii) *Power of company to surrender contract*.—Nil.
- (iv) *Terms of working*.—The Eastern Bengal State railway, for maintenance and working, to receive 45 per cent of the gross earnings, the balance, 55 per cent, being made over to the Cooch Behar State. All earnings beyond Mogal Hat to be credited to the Cooch Behar State railway.

*Note*.—A revised agreement is under consideration.

- (v) *Rates and fares*.—The Eastern Bengal State railway administration have full control over rates and fares.

**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
	<b>EASTERN BENGAL SYSTEM—concluded.</b>			<b>Miles.</b>	<b>Miles.</b>
	Brought forward . . . . .	...	...	..	854.39
	<i>Lines under construction or sanctioned for construction—</i>				
	<b>EASTERN SECTION—</b>				
	(5' 6" gauge)				
	Pachoria Junction to river Ganges . . . . .	Dec. '05	...	16.00	
	Extensions to Chitpore Terminus . . . . .	Mar. '01	* Aug. 1902	1.06	
	<b>NORTHERN SECTION—</b>				
	(3' 3" gauge)				
	Teesa-Dhubri . . . . .	Sept. '90	* Aug. 1902	138.83	
	Total lines under construction . . . . .	...	...	...	46.40
	<b>TOTAL EASTERN BENGAL PROPER</b>	..	...	...	100.88
	<b>DOUBLE LINE EASTERN AND SOUTHERN SECTIONS—</b>				
	Calcutta to Nalhati . . . . .	July '84	1-8-86	23.23	
	Nalhati to Kanchrapara . . . . .	May '91	2-3-87	0.20	
	Kanchrapara to Ranaghat . . . . .	Oct. '91	20-4-92	4.09	
	Ranaghat to Aranghat . . . . .		12-11-92	17.50	
	Aranghat to Bogoola . . . . .		7-8-97	5.50	
	Bogoola to Saldubush . . . . .		17-9-97	6.75	
	Saldubush to Ramnagar . . . . .		3-11-97	6.05	
	Ramnagar to Poradaha . . . . .		17-11-98	6.75	
	Canal Junction to Chitpore . . . . .		17-9-97	9.50	
	Sealdah to Ballygunge . . . . .		7-8-97	27.58	
	Ballygunge to Dock Junction . . . . .		13-1-88	1.88	
	Total double line, Eastern and Southern sections . . . . .	...	...	112.31	
2 (c)	<b>BRAHMAPUTRA-SULTANPUR—</b>				
	(7' 3" gauge).				
	Santahar to Bogra . . . . .				
	Bogra to Dewantola . . . . .				
	Dewantola to Bonarpura . . . . .				
	Bonarpura to Fekihari . . . . .				
	Total BRAHMAPUTRA-SULTANPUR . . . . .	...	...	...	59.19
2 (d)	<b>MYMENSINGH-JAMALPUR-JAGANNATHGANJ—</b>				
	(3' 3" gauge).				
	Mymensingh to Singha . . . . .				
	Singha to Jagannathganj . . . . .				
	Total, MYMENSINGH-JAMALPUR-JAGANNATHGANJ . . . . .	...	...	...	53.37
2 (c)	<b>COOCH BEHAR—</b>				
	(2' 6" gauge).				
	<b>Main line—</b>				
	Gitalehah to Manshahi Junction . . . . .	28-9-91	15-9-93	19.00	
	Manshahi Junction to the town of Cooch Behar . . . . .	30-8-95	15-12-98	3.22	
	Tora bridge . . . . .	...	16-5-00	0.11	
	Total Main line . . . . .	...	...	...	22.33
	<b>Branch—</b>				
	Cooch Behar-Santabari extension (Native State sec.) . . . . .				
	Cooch Behar to temporary Alipur Duar (Kholta) . . . . .				
	Temporary Alipur Duar (Kholta) to the south bank of the Kaljani river . . . . .				
	Total Branch . . . . .	...	...	...	11.45
	<b>TOTAL, COOCH BEHAR . . . . .</b>	...	...	...	33.78
	<b>GRAND TOTAL, EASTERN BENGAL SYSTEM . . . . .</b>	...	...	...	1,047.22
	<b>EAST COAST—</b>				
	(See Bengal-Nagpur and Madras systems).				

\* Promable dates of opening.

† Excluding the section of the Kancha-Dharila line from Teesta to Mogal Hâc, 2' 6" gauge (12.23 miles), which was converted to the 3' 3" gauge and opened on the 1st April 1901.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

6. General remarks.—The following sections of the Eastern Bengal State railway are worked over by foreign lines.—Kidderpore Docks to Naihati, 34.50 miles, by the East Indian railway; Dum Dum Junction to Canal Junction, 1.61 miles, Canal Junction to Calcutta, 2.96 miles, Canal Junction to Chitপুর, 2.00 miles, and Calcutta to Kidderpore Docks, 3.71 miles, by the Bengal Central railway.

## 7. Details of construction.—

(a) *Permanent-way.*—

On the Eastern section (5' 6" gauge), the rails are double-headed steel, 73 lb. and 75 lb. to the yard on cast iron plate and sal sleepers. The Faridpur branch is laid with 2nd hand iron rails, 72 lb. and 68 lb. to the yard, on timber sleepers.

On the Damukola branch the oblaron rails are being replaced by 73 lb. steel rails removed from the main line. The sleepers are mostly cast iron bowls. The Diamond Harbour and Budge Budge branches are laid with steel rails, 64 lb. and 73 lb. to the yard, on cast iron sleepers, and the Canning branch with iron rails on cast iron and wooden sleepers.

On the 3' 3½" gauge portion the rails are flat-footed steel, 41½ lb. and 50 lb. to the yard, laid chiefly on sal, creosoted pine, and asua sleepers.

On the 2' 6" gauge section, the rails are flat-footed. The Jitrapur branch is laid with steel rails, 52 lb. and iron rails 30 lb. per yard on sal sleepers, and the British section of the Santrahari extension is laid partly with iron rails, 40 lb. per yard, and partly with steel rails, 41½ lb. per yard, on sal sleepers. The Cooch Behar State railway is laid for 19 miles with steel rails, 25 lb. to the yard, for 11.83 miles with steel rails, 41½ lb. to the yard, on pyinkadi sleepers, and 12.93 miles with 40 lb. iron rails on sal sleepers.

(b) *Ballast.*—

The 5' 6" gauge section is ballasted throughout with the exception of the Faridpur branch. The 3' 3½" section is, with some few exceptions, ballasted throughout. The 2' 6" gauge section is laid without ballast.

(c) *Bridges.*—The following are the important bridges of 1,000 feet length and over.—Maharaddy (between Barsoi and Lalmoni) 10 spans of 150 feet, Gorai (between Kalhunga and Kumarkali), 7 spans of 185 feet and 9½ spans of 40 feet, Teesta (between Kaunia and Teesta, 13 spans of 150 feet and Dharila (between Mogulhat and Gitaldaha junction) 10 spans of 150 feet.

(d) *Fencing.*—

*Eastern Bengal State railway*—The Eastern section is fenced throughout; and the total length of fencing provided on the Southern section, including the Budge Budge extension, is 52.07 miles. The Canning branch is unfenced. The whole of the Northern section is fenced, except the Kaunia-Dharila section. The Cooch Behar-Santrahari extension (British section) is unfenced, and the Dacca section is unfenced except at stations and for 13½ miles from Narayanganj. The Bihar section is fenced throughout, with the exception of the Barsoi-Kisanganj branch. The Brahmaputra-Sultanpur, Mymensingh-Jamalpur-Jagannithganj and the Cooch Behar State railways are unfenced, except at stations and through the towns of Dogra and Mymensingh.

(e) *Curves.*—Curves under a radius of 1,000 ft. occur on the Kaunia-Dharila section only. Their radii vary from 425 to 955 ft., and the aggregate length is 6,705 ft., of which 6,580 ft., or 1.25 miles, are on the line to Kurigram and 125 ft. at mile 3 on the line to Jitrapur. On the British section of the Santrahari extension, there is a curve of 637 feet radius. On the ghat line below Gitaldaha, which is shifted from time to time, curves of 400 feet radius have sometimes to be introduced.

(f) *Gradients.*—Of a total open mileage of 1,000.73 miles on the system, 39.28 miles are on a gradient of 1 in 300, or steeper.

† Constructed but not opened.

‡ Excludes 1.46 miles from Canal Junction to Dum Dum under construction.

**Appendix 47.**  
History of railways.

**APPEN***History of railways constructed and in progress*

Class No	Name and sections of railway.	Date of sanction.	Date of opening	Mileage	Total.
				Miles.	Miles.
1 (a)	<b>EAST INDIAN SYSTEM—</b> (5' 6" gauge)				
	<i>Main line—</i>				
	Howrah to Hooghly . . . . .	Jany. '51	15-8-51	23 23	
	Hooghly to Pundooah . . . . .		1-9-51	14 31	
	Pundooah to Khāna junction . . . . .		3-2-55	30 94	
	Khāna junction to Ranee gunge . . . . .		3-2-55	45 71	
	Ranee gunge to Sarsol . . . . .	...	21-7-03	1 70	
	Sarsol to Sitarāmpur . . . . .	Feby. '66	1-1-05	15 15	
	Sitarāmpur to Luckeserai junction . . . . .		1-1-71	124 04	
	Luckeserai to Dinapore . . . . .		7-11-02	82 42	
	Dinapore to Mughal Sarai . . . . .		2-12-02	125 02	
	Mughal Sarai to Muzapur . . . . .	...	1-1-04	30 28	
	Muzapur to south bank Jumna . . . . .		4- -04	52 04	
	Jumna bridge to Allahabad . . . . .		15-5-65	2 75	
	Allahabad to Cawnpore . . . . .		3-3-57	119 47	
	Cawnpore to Etawah . . . . .	...	1-7-01	80 40	
	Etawah to Shukohabad . . . . .		13-11-61	34 30	
	Shukohabad to Tuncha junction . . . . .		1-4-02	2 02	
	Tuncha junction to Agra . . . . .		1-3-03	18 50	
	Agra to Chola (Bulandshahr Road) . . . . .	...	1-1-04	35 54	
	Chola to Delhi (south bank, Jumna) . . . . .		1-8-04	41 27	
	Delhi terminus . . . . .		1-1-07	1 78	
	<i>Loop line—</i>				
	Khāna junction to river Adja . . . . .	...	3-10-58	10 00	
	River Adja to Samthia . . . . .		3-9-50	25 12	
	Samthia to Tumpah . . . . .		17-10-00	70 12	
	Tumpah to Bhagalpur . . . . .		1-11-01	60 12	
	Bhagalpur to Jumaipur . . . . .	...	10- -02	3 02	
	Jumaipur to Luckeserai . . . . .		7-11-02	28 41	
	<b>Total Main &amp; Loop lines</b> . . . . .	...	...	250 30	
	<i>Branches on main line—</i>				
	<i>Bhadrabar branch—</i>				
	Bhadrabar junction to the river bank . . . . .	...	6-12-82	2 60	
	<i>Hooghly bridge branch—</i>				
	Hooghly junction to Nabati . . . . .	14-1-81	15-3-87	4 22	
	<i>Ondal loop—</i>				
	Ondal to Babasole . . . . .	July '82	1-5-04	2 03	
	Babasole to Mangalpur . . . . .		1-1-07	2 74	
	Mangalpur to Toposi . . . . .		2-2-03	2 05	
	Toposi to Ikrah junction . . . . .		15-4-04	2 42	
	Ikrah junction to Gourangdi . . . . .	29-3-91	1-6-95	14 16	
	Gourangdi to Alipur . . . . .		30-3-95	7 54	
	<i>Ikrah branch—</i>				
	Ikrah junction to the Ondal loop . . . . .	July '82	15-4-94	8 92	
	<i>Therai branch—</i>				
	Sitarāmpur to Barākar . . . . .	9-3-02	1-1-05	5 43	
	Barākar to Kātrā-gath . . . . .	...	20-5-94	33 80	
	<i>Salanpur branch—</i>				
	Salanpur to Shamdi . . . . .	9-3-02	7-0-04	4 29	
			1-1-97	1 24	
				5 53	
	<b>Carried over</b> . . . . .	...	...	92 04	1,205 47

\* The first 7 miles of this extension were worked for coal traffic from the 1st August 1893.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The East Indian railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) East Indian railway (5' 6" gauge) . . . . .	1,838·04	165·14	2,003·18
(b) Delhi-Umballa-Kalka railway (5' 6" gauge) . . . . .	162·24	....	162·24
(c) South Behar railway (5' 6" gauge) . . . . .	78·76	...	78·76
(d) Tarkessur railway (5' 0" gauge) . . . . .	22·23	.	22·23
(e) Rewah State railway (2' 6" gauge) . . . . .	...	31·81	31·81
(f) Kalka-Simla railway (3' 6" gauge) . . . . .	...	60·00	60·00
Total . . . . .	2,101·27	256·95	2,358·22

2 East Indian railway—

(a) The East Indian railway is worked under the following contracts—

*Contracts of—*22nd December 1879—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking—Ghaziipur (Buldārnagar to Tarigha), Bhadreswar (Bhadreswar junction to the right bank of the Hughli); Mokameh (Mokameh junction to the Ganges); Digba Ghat (Bankipur junction to the right bank of the Ganges at Digba Ghat); Jheriah (Barakar to the Jheriah coal-fields); Toposi colliery (Toposi of Kharabod, Nundi to Panama and Salampur to Shamdi, Gya (Bankipur to Gya); and Azimgang (Nalhati to Azimgang).

20th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Morad Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

(b) The general conditions of the contracts are as follows—

(i) *Government aid.*—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital sum representing deferred portion, i.e., one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

(ii) *Terms of contract.*—The lines were purchased from the East Indian Guaranteed railway Company by the State in 1879, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,\* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of

* Computed stock at date of purchase . . . . .	26,250,000
Premium at 25 per cent . . . . .	6,500,000
	<u>32,750,000</u>

£1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

(iii) *Currency of contract.*—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

*NOTE.*—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement this principal contract will not be determined before the 31st December 1919.

(iv) *Power of Company to surrender contract.*—See 2 b (iii) above.

**Appendix 47.**  
**History of railways.**

APPEN

*History of railways constructed and in progress*

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening	Mileage.	Total.
				Miles.	Miles.
1 (a)	<b>EAST INDIAN SYSTEM—continued.</b>				
	<i>Branches on main line—concluded.</i>				
	<i>Chanch branch—</i>				
	Brought forward . . . . .	...	...	92'04	1,205'47
	From mile 144½ to Chanch . . . . .	{ 9-3-92 11-2-96	1-2-93 5-8-96	2'88 1'00	
				3'88	
	<i>Pandra branch—</i>				
	From mile 148½ on Jheriah branch to Pandra . . . . .	4-8-99	26-11-00	3'23	
	<i>Damoodur branch—</i>				
	Dheria Juba to the Damoodur river . . . . .	15-1-94 {	30-6-95 15-7-96	8'00 1'77	
				9'77	
	<i>Kurkurbaree branch—</i>				
	Madhopur junction to Giridih . . . . .	...	1-1-71	26'70	
	<i>Mokameh Ghât branch—</i>				
	Mokameh junction to Mokameh Ghât . . . . .	...	1-5-83	3'70	
	<i>Patna-Gya branch—</i>				
	Bankipore junction to Bankipore . . . . .	{ 13-2-78	2-6-79	0'25	
	Bankipore to Jehanabad . . . . .		21-4-79	28'05	
	Jehanabad to Gya . . . . .		2-6-79	29'22	
				58'42	
	<i>Dighaghât branch—</i>				
	Bankipore junction to Dighaghât . . . . .	30-7-84	2-4-85	5'53	
	<i>Tarighât branch—</i>				
	Dildu nagar junction to Tarighât . . . . .	11-7-78	5-10-80	12'00	
	<i>Moghal Sarai-Gya branch—</i>				
	Moghal Sarai to Gya . . . . .	...	1-3-00	125'48	
	<i>Jubbulpore branch—</i>				
	Naini junction to Jubbulpore . . . . .	Feby. '63	1-8-67	223'58	
	<i>Allahabad fort branch</i> . . . . .		3-3-59	2'34	
	<i>Cawnpore city branch</i> . . . . .	..	15-2-79	0'88	
	<i>Agra branch—</i>				
	Tundla junction to Agra . . . . .	...	1-4-62	13'35	
	<i>Mathras city branch</i> . . . . .	...	1-11-98	5'58	
	<i>Branches on loop line—</i>				
	<i>Asimganj branch—</i>				
	Nalhati to Asimganj . . . . .	...	15-7-92	27'23	
	<i>Rajmehal branch—</i>				
	Tinpahar junction to Rajmehal . . . . .	...	15-1-60	7'00	
	<i>Sakrighât branch—</i>				
	Sakrighati junction to the river Ganges . . . . .	...	1-1-94	1'99	
	<i>Maharajpur branch</i> . . . . .	..	30-11-98	2'48	
	<i>Sultanpunge branch</i> . . . . .	22-3-93	6-5-95	1'16	
	<i>Monghyr branch—</i>				
	Jamalpur to Monghyr . . . . .	...	10-4-62	5'68	
	3rd line between Kalipahari and Noonah . . . . .	25-4-00	17-7-01	0'55	
				6'23	
	Total Branches . . . . .	...	...	...	632'57
	TOTAL OPEN MILEAGE, EAST INDIAN PROPER . . . . .	...	...	...	1,838'04

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 2. East Indian railway—concluded.

## (a) General conditions—concluded.

(v) *Terms of working*—Surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to Provident Fund) up to a sum of 25 lakhs of rupees to be divided in proportion of four-fifths to Government and one-fifth to Company. Any excess over 25 lakhs of rupees to be divided in proportion of fourteen-fifteenths to Government and one-fifteenth to Company.

(vi) *Rates and fares*.—Certain maximum and minimum rates and fares have been fixed within which the Company is permitted to vary its rates.

## 3. Delhi-Umballa-Kalka railway—

## (a) Delhi-Umballa-Kalka railway is worked under the following contracts :—

*Contracts of*—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

10th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings hitherto retained by Government.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3½ per cent. on its share capital.

## (b) The general conditions of the contracts are as follows.—

(i) *Government aid*.—By the contract of 9th June 1897, Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3½ per cent. per annum on their share capital. Land was also provided free of cost.

(ii) *Currency of contract*.—The contract determines by the effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangements be made, Government may determine the contract on the 31st December 1936 or on the 31st December of any subsequent tenth year. On determination, Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency, and paying over 52 per cent. to the Company. Surplus profits in excess of 3½ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter, all surplus profits belong to the Company.

(v) *Rates and fares*.—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of that portion between Umballa and Kalka to be not more than three times such maximum nor less than such minimum.



**Appendix 47.**  
**History of railways.**

APPEN

*History of railways constructed and in progress*

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. <sup>a</sup>	Total.
				Miles.	Miles.
I (a)	<b>EAST INDIAN SYSTEM—continued.</b>				
	Brought forward	...	...	...	1,838.04
	<i>Lines under construction or sanctioned for construction—</i>				
	Sitarampur junction to Domohani	13-7-99	*	6.99	
	Barun to Daltonganj, including colliery branch	16-5-97	30-3-02†	78.32	
	Shikohabad to Farukhabad	13-1-98	‡	65.82	
	Colliery line	9-12-01	...	14.01	
	Total lines under construction	...	...	...	165.14
	<b>GRAND TOTAL, EAST INDIAN PROPER</b>	...	...	...	2,003.18
	<b>DOUBLE LINE—MAIN LINE AND BRANCHES.—</b>				
	Howrah to Serampore	...	10-3-57	11.74	
	Serampore to Chandernagore	...	1-2-58	8.38	
	Chandernagore to Hooghly	...	1-5-58	3.41	
	Hooghly to Magra	...	1-10-58	5.40	
	Magra to Panduah	...	25-2-59	8.82	
	Panduah to Burdwan	...	1-10-59	28.72	
	Burdwan to Khána	...	1-1-59	8.22	
	Khána to Durgapur	...	1-1-70	38.35	
	Durgapur to Raneeunge	...	2-9-70	14.36	
	Raneeunge to Sitarampur	...	19-12-70	16.85	
	Sitarampur to Luckeesarai	...	1-1-71	124.64	
	Luckeesarai to Buhee	...	22-6-60	9.82	
	Buhee to Barh	...	22-2-68	27.10	
	Barh to Patwah	...	11-1-68	25.87	
	Patwah to Dinapore	...	20-3-67	19.03	
	Dinapore to Bihta	...	13-8-68	10.03	
	Bihta to Arrah	...	28-3-70	13.50	
	Arrah to Buxar	...	13-8-68	42.07	
	Buxar to Dildarnagar	...	15-4-82	23.46	
	Dildarnagar to Zamania	...	20-5-82	8.50	
	Zamania to Sakaldiha	...	20-9-82	16.28	
	Sakaldiha to Moghal Sarai	...	10-8-82	11.40	
	Hooghly bridge branch	...	15-3-87	4.22	
	Sitarampur to Barahat	...	6-3-01	9.76	
	<b>TOTAL DOUBLE LINE</b>	...	...	784.00	
I (b)	<b>DELHI-UMBALLA-KALKA—</b> (5' 6" gauge)				
	Delhi to Kalka	...	1-3-91	162.24	
	<b>TOTAL DELHI-UMBALLA-KALKA</b>	...	...	...	162.24
I (c)	<b>SOUTH BEHAR (LUCKEESARAI-GYA)—</b> (5' 6" gauge.)				
	Luckeesarai to Gya	...	5-7-99	78.76	
	<b>TOTAL, SOUTH BEHAR</b>	...	...	...	78.76
	Carried over	...	...	...	2,244.18

\* Opened on the 15th April 1902

† Probable date of opening.

‡ Commencement of work not yet authorized

§ Excluding 860 miles, between Ghazipur and Shahdara opened on the 20th February 1902.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 4. South Behar railway—

(a) The South Behar railway is worked under the following contracts :—

*Contracts of*—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction.

22nd August 1895 (between the Secretary of State and the East Indian Railway Company) for working.

(b) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Government, in respect of each half-year, allow to the South Behar Railway Company, by way of rebate on the share attributable to the East Indian railway of the receipts from traffic interchanged between the two railways, a sum not exceeding 30 per cent. of such share as will, together with the net earnings of the South Behar Company, make up an amount equal to interest for the half-year at the rate of 4 per cent. per annum on the actual capital expenditure on the South Behar railway. For the purpose of calculating this rebate, the capital expenditure is to be regarded as not exceeding Rs. 180 lakhs, and the amount towards making up which the rebate is to be allowed is to be limited to Rs. 2,40,000 in any half-year. Land also was given free of cost.

(ii) *Currency of contract.*—Government have power to determine the contract on the 31st June 1919, or at the end of any subsequent period of ten years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England an amount equal to the total paid up capital in sterling, so far as such capital has been expended on the undertaking with the authorisation of the Secretary of State.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—For the first two years after the opening of any section, the cost of maintenance is to be a charge against capital, Government retaining only 35 per cent. of the gross earnings for providing rolling-stock and working the line, the remaining 65 per cent. going to the Company. Thereafter, Government retain 45 per cent. of the gross earnings to meet the cost of maintaining, stocking and working the line, the Company taking the remaining 55 per cent.

(v) *Rates and fares.*—To be agreed upon from time to time between the Government and the working agency within the maximum and minimum rates and fares in force on the East Indian railway.

## 5. Tarkessur railway—

(a) The Tarkessur railway is worked under the following contracts :—

*Contracts of*—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

(b) The general conditions of the contract are as follows :—

(i) *Government aid.*—Land was provided free of cost.

**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
I (a)	<b>EAST INDIAN SYSTEM—continued.</b>				
	Brought forward . . . . .	...	...	...	2,244'18
I (d)	<b>TARKESSUR—</b> (5' 6" gauge).				
	Seoraphuli to Tarkessur . . . . .	20-2-83	1-1-85	22'23	
	<b>TOTAL, TARKESSUR</b> . . . . .	...	..	...	22'23
I (f)	<b>REWAH—</b> (2' 6" gauge)				
	Rewah to Sutna . . . . .	18-5-97	*	31'81	
	<b>TOTAL, REWAH</b> . . . . .	.	...	...	31'81
I (e)	<b>KALKA-SIMLA—</b> (2' 6" gauge)				
	Kalka to Simla . . . . .	20-6-98.	Oct. 1903†	60'00	
	<b>TOTAL, KALKA-SIMLA</b> . . . . .	...	..	...	60'00
	<b>GRAND TOTAL EAST INDIAN SYSTEM</b> . . . . .	...	...	...	2,358'22

\* Commencement of work not yet authorised.

† Probable date of opening.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 5. Tarkessur railway—concluded.

(b) *General conditions*—concl'd.

(ii) *Currency of contract*.—The contract of 1883 terminates on the 7th September 1902, but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years, and thereafter at intervals of ten years. In the event of such determination, Government are to pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—The East Indian Railway Company supply the necessary rolling-stock and work the line in consideration of the following half-yearly payments —

Working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, five per cent. of the gross earnings as hire of rolling-stock a contribution to the East Indian railway Provident Fund in accordance with the rules of the fund, and one-fifth of the balance of the gross earnings above charges.

The remaining four-fifths of the balance are paid to the Tarkessur Railway Company.

(v) *Rates and fares*.—Certain maxima have been fixed, and the Company are authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

6. Rewah.—The actual construction of the line has not yet been sanctioned by the Rewah Durbar.

## 7. Kalka-Simla railway.—

(a) The Kalka-Simla railway is under construction and will be worked under the following contracts :—

*Contracts of*—29th June 1898 —(Between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction and working.

15th November 1901—Contract supplemental to that of 1898.

(b) The present conditions of the contracts are as follows —

(i) *Government aid*.—Land was provided free of charge.

(ii) *Terms of contract*.—The line is being constructed without a guarantee at the cost of the Delhi-Umballa-Kalka Railway Company, for which purpose the Company is authorised to raise further share capital, in addition to the capital already issued for the existing undertaking, to such an amount as may be mutually agreed upon. The amount agreed upon so far is £600,000.

(iii) *Currency of contract*.—Government may determine the contract, on giving twelve months' notice, either on the expiration of twenty-five years or on the 31st December 1928 or on the expiration of any subsequent period of ten years. Government may also determine, on giving notice, if the Company fail to comply with the obligations of the contract. In the former case, Government will pay a sum equal to twenty-five times the amount of the average yearly net earnings during the five years immediately preceding the time of termination, but not exceeding by more than 50 per cent, or not being less than the total capital in sterling expended. In the latter case, Government will pay the fair value of the railway and works.

(iv) *Power of Company to surrender contract*.—Nil.

(v) *Terms of working*.—From the gross earnings, will be deducted all charges properly debitable to revenue as working expenses and the balance paid to the Company.

(vi) *Rates and fares*.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charge for tunnels and rack system portions, the Company can vary such rates within the maxima and minima.

8. General remarks.—The East Indian railway works over the following lengths of foreign lines —Agra East Bank to Agra Fort (1 mile) of the Rajputana-Malwa railway; and Kidderpore Docks to Naihati (34.50 miles) of the Eastern Bengal State railways. The following portions of the East Indian railway are worked over by other lines :—at Katni (0.55 mile) by the Bengal-Nagpur railway; Agra to Tundla (12.75 miles), at Cawnpore (1.92 miles), at Manikpur (0.63 mile), and at Katni (0.42 mile) by the Indian Midland railway, and Ghaziabad to Delhi (13 miles) by the North Western and Oudh and Rohilkhand State railways. A length of this railway from Delhi to the junction with the Southern Punjab railway, 133 miles, is worked over by the North Western State railway.

**Appendix 47.**  
**History of railways.**

APPEN

*History of railways constructed and in progress*

Class: No.	Name and sections and railway.	Date of sanction.	Date of opening.	Mileage.	Total. <sup>1</sup>
I (a)	<b>EAST INDIAN SYSTEM—concluded.</b>				
9 (k)	<b>GAEKWAR'S DABHOI—</b> (See Bombay, Baroda and Central India system.)				
9 (h)	<b>GAEKWAR'S MEHSANA—</b> (See Bombay, Baroda and Central India system.)				
9 (j)	<b>GODHRA-RUTLAM-NAGDA—</b> (See Bombay, Baroda and Central India system.)				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 9. Details of construction.—

(a) *Permanent-way.*—

*East Indian railway.*—The main line is laid with wooden and cast iron plate sleepers. The rails, varying in weight from 74 lb. to 82 lb. to the yard, are being replaced by 85 lb. steel rails. On the Oudh loop, the rails are laid on transverse timber sleepers and cast iron bowl and plate sleepers. On the Jherriah branch, the rails are iron, cut, 18' 6" long, and are laid on timber sleepers. On the Giridih branch, the rails are laid on transverse timber sleepers and cast iron bowl and plate sleepers. On the Patna-Gyā branch, the first 29 miles are laid with 64 lb. rails. On the Moghal Sarai-Gyā extension, double headed 75 lb. rails are laid with cast iron chairs and timber sleepers. On the Jabulpore branch, the first 54 miles are laid with 82 lb. rails and the rest with 74 lb. rails on creosoted sleepers of fir and sal. The Azimganj branch is laid with 82 lb. rails on Denham Olphert's plate sleepers.

*Delhi-Limballa-Kalka railway.*—The permanent-way consists of double-headed steel rails, 75 lb. to the yard, laid on Denham Olphert's sleepers.

*South Bihar railway.*—The permanent-way is of the East Indian railway standard design with double-headed rails, 75 lb. to the yard, laid half with cast iron chairs and timber sleepers and half with Denham Olphert's sleepers.

*Tarapur railway.*—The permanent-way consists of 74 lb. rails and fastenings of wrought iron purchased from the East Indian railway, the sleepers used being transverse plate of cast iron of the Denham Olphert's latest pattern.

*Kalka-Simla railway.*—The permanent-way will be 41 lb. steel flat bottomed rails on wooden sleepers.

(b) *Ballast.*—The line is ballasted throughout with stone.

(c) *Tunnels.*—

*East Indian railway.*—The only important tunnel is the "Monghyr," 900 feet in length, at mile 29½ on the loop line, between Baraarpur and Jamalpur.

*Kalka-Simla railway.*—The following are the important tunnels on this line.—Gamma 510 feet, mile 56½; Koti, 2,325 feet in length, at mile 10; Kammathatti I, 552 feet, mile 25; Barooch, 3,752 feet, mile 26½; Solan IV, 1,000 feet, mile 30½; Brewery I, 810 feet, mile 31 75; Mutia II, 760 feet, mile 31 63; Ranoo I, 530 feet, mile 42; Kindaghat I, 1,225 feet, mile 35½; Taradevi I, 1,605 feet mile 53; and Simla, 1,140 feet, at mile 50½. There are 67 other tunnels, varying from 15 feet to 420 feet in length, aggregating 10,605 feet.

(d) *Bridges.*—The following are the important bridges of 1,000 feet length and over.—Sone (between Bilita and Kailwar), 28 spans of 150 feet; Jumna (Allahabad), 14 spans of 200 feet, 1 span of 30 feet, and 1 span of 20 feet; Jumna (Delhi), 12 spans of 211½ feet and 2 spans of 34½ feet; Jubilee (between Hooghly and Nathati), 2 spans of 523½ feet and 1 span of 100½ feet; Tonsa (between Meji Road and Karchana), 7 spans of 150 feet and 2 spans of 33 feet; Kuel (Luckeesarai), 9 spans of 150 feet; Barākar, 5 spans of 150 feet, 6 spans of 100 feet and 1 span of 200 feet; Sone (Dehri), 93 spans of 100 feet; Phulga (between Manpur and Gaya), 18 spans of 100 feet and 1 span of 30 feet; Soma (between Luckeesarai and Gaya), 3 spans of 60 feet and 30 spans of 30 feet; and Sukri (between Worsleyganj and Narwalah), 10 spans of 60 feet.

(e) *Fencing.*—The line is double fenced throughout, excepting the Azimgarh branch and Barākar-Kātrāgarh section of the Jherriah branch, which are unfenced, and also the Moghal Sarai-Gyā Luckeesarai section which is fenced near villages, round station yards and for a short distance near each level crossing only.

(f) *Curves.*—There are at present no curves of less than 1,000 feet radius.

(g) *Gradients.*—Of a total open mileage of 2,101.27 miles on the system, 334.45 miles are on a gradient of 1 in 300, or steeper.

### *History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.  Miles.	* Total.  Miles.
8 (a)	<b>GREAT INDIAN PENINSULA SYSTEM—</b>  (5' 6" gauge.)  <b>NORTH-EAST LINE—</b>  <i>Main line—</i>  Victoria terminus to Bori Bandar . . . . . Bori Bandar to Thána . . . . . Thána to Kalyán { Thána to Persick . . . . . 				

\* For coal traffic only; subsequently opened for public traffic as follows: mile 18.44 to mile 21 on 1st January 1881.

on the 31st December 1901 alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction.	Total.
	Miles.	Miles.	Miles.
(a) Great Indian Peninsula railway (5' 6" gauge)	1,548 28	...	1,548 28
(b) Khamgaon railway (5' 6" gauge)	7 89	...	7 89
(c) Amraoti railway (5' 6" gauge)	5 72	...	5 72
(d) Indian Midland railway (5' 6" gauge)	796 25	...	796 25
(e) Bina-Goonna-Baran railway (5' 6" gauge)	145 59	...	145 59
(f) Bhopal-Ujjain railway (5' 6" gauge)	113 27	...	113 27
(g) Bhopal-Itarsi railway (5' 6" gauge)	57 39	...	57 39
(h) Gwalior Light railway (2' 6" gauge)	126 14	56 82	182 96
Total	2,800 53	56 82	2,857 35

## 2. Great Indian Peninsula railway—

(a) The Great Indian Peninsula railway is worked under the following contract:—

*Contract of*—21st December 1900—Contract for working the Great Indian Peninsula railway and Indian Midland railway systems as one undertaking.

(b) The general conditions of the contract are as follows.—

(i) *Government aid*—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company which is at present authorised at £ 2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum or at such other rate as may be agreed upon; or will be raised by the Company by the issue of debentures or debenture stock at such rate of interest as the Secretary of State may determine. Land was also provided free.(ii) *Terms of contract*—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, and all the contracts then subsisting between

* Company's stock at date of purchase	£ 31,850,218
Debenture and debenture stock	5,922,750
Total	40,771,968

the Secretary of State and that Company were determined. The purchase price was £ 40,781,568, \* payable up to the 17th August 1948, in the form of a terminable annuity of £ 1,268,516.

(iii) *Currency of contract*—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the company for all debts and liabilities incurred under sanction.(iv) *Power of Company to surrender contract*—Nil.(v) *Terms of working*—If the receipts for any year ending on the 30th day of June (after payment half-yearly to the Secretary of State of the sum of Rs. 1,00,00,000 and repayment to the Secretary of State of all interest payable on all the moneys raised after the 30th June 1900 otherwise than by the issue of share or capital stock) exceed the payments for the same period, 1/10th of the surplus are paid to the Secretary of State and 9/10th to the Company. Provided that if the Company increase its new capital and issue further shares or stock as fully paid up in exchange for stock of the Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of 1/10th as the additional capital of the Company bears to the new authorised capital of £ 2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.(vi) *Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

## 3. Khamgaon and Amraoti railways—

(a) The Khamgaon and Amraoti railways are worked under the following contract. —

*Contract of*—6th May 1890 (between the Secretary of State and the Great Indian Peninsula Railway Company) for working and maintenance.

(b) The general conditions of the contract are as follows —

(i) *Government aid*—These branches were constructed from the surplus revenues of the Berars.(ii) *Currency of contract*—Agreement to remain in force during the currency of the principal contract.(iii) *Terms of working*—After deducting, as working expenses, a sum equal to the same percentage of gross receipts of the railway as obtains on the whole of the undertaking including branches, plus 5 per cent. for rolling-stock, the balance to be paid over to Government.(iv) *Rates and fares*—Same rates and fares as are in force on the Great Indian Peninsula railway. In addition, certain extra tolls are leviable on the Amraoti railway.



**Appendix 47.**  
History of railways.

APPEN

History of railways constructed and in progress



Class No	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
8 (u)	<b>GREAT INDIAN PENINSULA SYSTEM—contd.</b>				
	Brought forward	...	..		986.74
	<b>SOUTH-EAST LINE—</b>				
	<i>Main line—</i>				
	Kalyán to Palasdhari { Kalyán to Neral	13-5-54	12-5-56	30.61	
	(Karjat) { Neral to Palasdhari	10-1-55			
	Palasdhari to Khandala (Bhore ghât)		14-5-63	13.20	
	Khandala to Lonavla (Bhore ghât)	7-7-55	14-6-58	2.35	
	Lonavla to Poona		14-6-58	39.68	
	Poona to Diksal		15-12-58	64.25	
	Diksal to Barsi Junction	5-10-55	23-10-59	50.60	
	Barsi Junction to Mohol		21-1-60	28.32	
	Mohol to Sholapur		6-6-60	20.51	
	Sholapur to Gulbarga	3-8-65	1-2-70	70.20	
	Gulbarga to the Kistna	Dec. '65	1-12-70	73.76	
	Kistna to Raichur		1-5-71	15.31	
	Total Main line	...	..	...	408.86
	<i>Branches—</i>				
	<i>Dhond-Manmad branch—</i>				
	Dhond to Ahmednagar	25-8-77	15-3-78	50.41	
	Ahmednagar to Manmad		17-4-78	05.03	
	<i>Khopoli branch—</i>				
	Palasdhari to Khopoli	30-1-55	12-5-56	7.24	
	Total Branches	...	...	...	152.08
	<b>TOTAL, SOUTH-EAST LINE</b>	...	..	...	560.94
	<b>GRAND TOTAL, GREAT INDIAN PENINSULA PROPER</b>	...		...	1,548.28
	<b>DOUBLE LINE—NORTH-EAST LINE—</b>				
	Victoria terminus to Borí Bandar	...	1-1-82	0.10	
	Borí Bandar to Thana	...	18-4-53	20.54	
	Thana to Kalyán	...	1-5-54	12.05	
	Kalyán to Vasind	...	22-10-66	16.15	
	Vasind to Vasind	...	20-2-67	0.65	
	Ahgaon to Kasra	...	25-4-67	15.04	
	Kasra to Igatpuri	...	1-1-65	0.80	
	Igatpuri to Nashik	...	10-1-60	31.43	
	Nashik to Chalisgaon	...	10-1-60	87.24	
	Chalisgaon to Kargan	...	10-1-60	11.86	
	Kargan to Pachora	...	17-3-60	16.05	
	Pachora to Maheji	...	27-5-69	9.14	
	Maheji to Bhudh	...	6-3-73	27.50	
	Bhudh to Bhusaval	...	6-6-73	7.84	
	Bhusaval to Bhusaval Junction	...	1-7-92	1.11	
	Bhusaval Junction to Khandwa (Abna Junction)	...	11-1-89	75.12	
	Khandwa Junction to Tawa viaduct	...	1-2-70	0.74	
	Total Double line, North-East line	...	...	353.13	
	<b>DOUBLE LINE—SOUTH-EAST LINE—</b>				
	Kalyán to Palasdhari	...	25-7-70	30.61	
	Palasdhari to Khandala { Bhore ghât	...	14-5-63	13.20	
	Khandala to Lonavla	...	14-6-58	2.61	
	Total Double line, South-East line	...	...	46.42	
	Carried over	...	...	399.55	1,548.28

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 4. Indian Midland railway—

(a) The Indian Midland railway is worked under the following contracts —

*Contract of—*and October 1885—Indian Midland Railway Company's principal contract.

18th March 1890.—Contract for the acquisition of the Sindia railway.

13th June 1896.—Contract for the Saugor-Katni railway.

21st December 1900.—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

(b) The general conditions of the contracts are as follows.—

(i) *Government aid*—Interest at 4 per cent per annum in sterling is guaranteed on £ 3 000,000 share capital. On further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system, and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company only raising the amount required for expenditure in England. Land was also provided free.(ii) *Currency of contract—Indian Midland contract.*—The contract of 1885 may be determined by Government, by giving 12 months' previous notice, on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or if the line be worked at a loss for not less than three half-years continuously. On the termination of the contract, the Company is to hand over to Government the railway and all its belongings of every description and Government is to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900. But the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits (as stated below) remains in full force till the termination of either the contract of 1885 or that of 1900.*Sindia and Saugor-Katni railways' contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.(iii) *Power of Company to surrender contract.*—Nil.(iv) *Terms of working.*—The surplus profits for any calendar year, after providing for payment to the Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, to be divided in proportion of three-fourths to Government and one-fourth to the Company.*NOTE*—The question of revised adjustment of working charges of the Native State lines, hitherto worked by the Indian Midland Railway Company, is under settlement with the Native States concerned.(v) *Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.(vi) *General remarks*—The Indian Midland and Great Indian Peninsula railways were amalgamated and worked as one undertaking on behalf of the State from the 1st July 1900.

## 5. Bina-Goonna-Baran and Bhopal-Ujjain railways—

(a) The Bina-Goonna-Baran and Bhopal-Ujjain railways are worked under the following agreements —

*Agreement of—*15th July 1896

4th August 1896

4th August 1896

12th May 1899

(Between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working.

(b) The general conditions of the agreements are as follows.—

(i) *Government aid.*—The line from Goona to Barán is owned jointly by the Durbars of the Gwalior, Tonk and Kotah States; and that from Bhopal to Ujjain by the Bhopal and Gwalior States.(ii) *Currency of agreement.*—The Agreements may be terminated on the expiry of ten years from the dates of the opening of the railways, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

**Appendix 47.**  
History of railways.

APPEN

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage	Total
				Miles.	Miles.
8 (a)	<b>GREAT INDIAN PENINSULA SYSTEM—contd.</b>				
	Brought forward . . . . .	...	...	399'55	1,548'28
	<b>DOUBLE LINE—NAGPUR BRANCH—</b>				
	Bhusaval Junction to Nádgaon . . . . .	...	11-1-89	17'72	
	Nádgaon to Shegaon . . . . .	...	1-4-90	44'65	
	Total Double line, Nágpur branch . . . . .	...	...	62'37	
	<b>GRAND TOTAL, DOUBLE LINE</b> . . . . .	...	...	461'92	
8 (b)	<b>KHÁMGAON.</b> (5' 6" gauge).				
	Jalamb to Khámgaon . . . . .	7-6-69	4-3-70	7'89	
	<b>TOTAL, KHÁMGAON</b> . . . . .	...	...	...	7'89
8 (c)	<b>AMRÁOTI—</b> (5' 6" gauge).				
	Badnera to Amráoti . . . . .	11-6-70	16-2-71	5'72	
	<b>TOTAL, AMRÁOTI</b> . . . . .	...	...	...	5'72
8 (d)	<b>INDIAN MIDLAND SECTION.</b> (5' 6" gauge).				
	<b>Main line—</b>				
	Bhopal to Jhansi . . . . .	*	1-1-89	180'49	
	Jhansi to Gwalior . . . . .	11-6-86	1-3-89	60'39	
	Gwalior to Hatampur . . . . .	24-8-77 {	20-12-79	32'40	
	Hatampur to Dholpur . . . . .		15-5-81	8'55	
	Dholpur to Agra Cantonment . . . . .	15-2-76	10-1-78	33'69	
	<b>Total, Main line</b> . . . . .		...	...	315'52
	<b>Branches—</b>				
	<b>Mánikpur branch—</b>				
	Jhansi to Mau Ranipur . . . . .	23-8-83 {	5-6-89	39'96	
	Mau Ranipur to Banda . . . . .		1-8-89	78'96	
	Banda to Mánikpur . . . . .		15-2-89	61'45	
	<b>Cawnpore branch—</b>				
	Jhansi to Chaunrah . . . . .	Cawnpore to Kalpi, 12-3-84, Kalpi to Jhansi, 3-3-86 {	1-2-88	95'00	
	Chaunrah to Cawnpore . . . . .		1-4-86	40'22	
	<b>Total, Branches</b> . . . . .			180'37	
	Dina to point of junction with Dina-Guna Baran railway . . . . .	...	1-5-95	2'01	
	Bhopal to point of junction with Bhopal-Ujjain railway . . . . .	...	11-11-95	0'21	
	<b>Bira-Sáugor-Katni branch—</b>				
	Bira to Sáugor . . . . .	Aug. '87	5-6-89	46'24	
	Sáugor to Damoh . . . . .	Dec. '95	26-3-98	47'83	
	Damoh to Katni . . . . .	Jan. '86	1-1-99	67'88	
	From centre of Katni-Murwara station to junction with Bengal-Nágpur railway . . . . .	...	1-1-90	0'71	
	Connecting link with East Indian railway at Katni-Murwara from points in Indian Midland railway main line to junction with East Indian railway . . . . .	...	1-1-99	0'27	
	<b>Total, Indian Midland Proper</b> . . . . .			162'93	
	<b>Total Branches</b> . . . . .	...	...	...	480'73
	<b>TOTAL, INDIAN MIDLAND PROPER</b> . . . . .	...	...	...	796'25
	<b>Carried over</b> . . . . .	...	...	...	2,358'14

\* Sanctioned in sections as follows: Bhopal to Bhisra, 2nd March 1886; Bhisra to Basoda, 24th June 1886;

on the 31st December 1901, alphabetically arranged.

## REMARKS.

5. Bina-Goonā-Baran and Bhopal-Ujjain railways—*conclud.*(b) General conditions—*concluded.*

(iii) *Terms of working.*—*Bina-Goonā and Bhopal-Ujjain.*—The Company retain 50 per cent. of the gross receipts of the railway of each half-year; and receive rent for works, &c., in sole and joint use at Bina and Ujjain Junction respectively, and rent for the telegraph lines and instruments when not the property of the railway.

*Goonā-Baran.*—The Company retain out of the gross receipts a sum bearing the same percentage to the entire gross receipts of the railway for each half-year as the aggregate working expenses of the whole system of the Company (including the railway) bear to the gross receipts of that system for the same half-year, not exceeding 50 per cent. of the entire gross receipts of the railway for that half-year.

(v) *Rates and fares.*—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

## 6. Bhopal-Itarsi railway—

## (a) The Bhopal-Itarsi railway is worked under the following contract :—

*Contract of*—20th April 1894 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working.

30th June 1897 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

## (b) The general conditions of the contracts are as follows :—

(i) *Government aid.*—The British Government has paid for the portion, 13·11 miles, in their own territory, and a moiety of the cost of the bridge over the Nerbudda or in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions.

(ii) *Currency of contract.*—The provisions in the contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend and are applicable to the Bhopal-Itarsi railway.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The Company receive a sum bearing the same percentage to the gross receipts of the Bhopal Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system *plus* 5 per cent. per annum of the gross receipts of the Bhopal-Itarsi railway for use of rolling-stock. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

(v) *Rates and fares.*—The same rates and fares as are in force on the Great Indian Peninsula railway.

## 7. Gwalior Light railway—

## (a) The Gwalior Light railway is worked under the following agreement :—

*Agreement of*—11th October 1900 (between the Government of His Highness the Maharaja Sindia of Gwalior and the Indian Midland Railway Company) for working.

## (b) The general conditions of the agreement are as follows :—

(i) *Government aid.*—The Gwalior Light railway is the property of the Gwalior Durbar.

(ii) *Currency of contract.*—Either party may determine the agreement by giving three months' notice.

(iii) *Terms of working.*—The gross receipts are to be collected and treated as receipts of the Indian Midland Railway Company and from them will be deducted :—

5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the Light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal *plus* 15 per cent. to cover supervision and general charges other than those rendered in the accounts.

(v) *Rates and fares.*—Rates and fares as are in force on the Great Indian Peninsula railway.

**Appendix 47.**  
History of railways.

APPEN

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
8 (a)	<b>GREAT INDIAN PENINSULA SYSTEM—contd.</b>				
	Brought forward . . . . .	...	...	...	2,358'14
8 (a)	<b>BINA-GOONA-BARAN.</b> (5' 6" gauge).				
	From the joint boundary of the Indian Midland and Bina-Goonā Baran railways, a point 2'00 miles from the centre of Bina station to Goonā.	2-3-92	23-9-95	71'71	
	From centre of Goonā station (mile 216—3,402 feet) to centre of Bārān station (mile 290—697 feet).	28-1-97	15-5-99	73'88	
	<b>TOTAL, BINA-GOONA-BARAN . . . . .</b>	..	...	...	145'59
8 (f)	<b>BHOPAL-UJJAIN.</b> (5' 6" gauge).				
	Bhopal to Ujjain . . . . .	10-11-92	11-11-95	113'27	
	<b>TOTAL, BHOPAL-UJJAIN . . . . .</b>	...	..	...	113'27
8 (g)	<b>BHOPAL-ITARSI.</b> (5' 6" gauge).				
	<b>Main line—</b>				
	Itārsi to Hoshangabad . . . . .	31-7-50	1-6-82	10'89	
	Hoshangabad to Bhopal . . . . .		18-11-84	46'22	
	<b>Total, Main line . . . . .</b>	...	...	...	57'11
	<b>Branch—</b>				
	Centre of Bhopal station to the joint boundary of the Bhopal Itārsi and Indian Midland railways at Bhopal . . . . .	July '94	11-11-95	0'28	
	<b>Total Branch . . . . .</b>	...	...	...	0'28
	<b>TOTAL, BHOPAL-ITARSI . . . . .</b>	...	...	...	57'39
	<b>Carried over . . . . .</b>	...	...	...	2,674'39

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 8. General Remarks.—

The following length of the Great Indian Peninsula railway is worked over by foreign lines.—4.39 miles from Dadar Junction to Carnar bridge by the Bombay, Baroda and Central India railway

The Great Indian Peninsula railway has running powers over 7.25 miles of the Bombay, Baroda and Central India railway from Dadar Junction to Colaba.

The Indian Midland railway has running powers over the following lengths of foreign lines.—2.89 miles at Agra belonging to the Rajputana-Malwa railway; 12.75 miles from Agra to Tundla belonging to the East Indian railway; 1.12 miles at Cawnpore belonging to the East Indian railway; 0.63 mile at Manickpur belonging to the East Indian railway; 0.42 mile at Katni belonging to the East Indian railway; 1.98 miles at Katni, belonging to the Lingal-Nagpur railway; 0.24 mile at Ujjain, belonging to the Bombay, Baroda and Central India railway; 0.13 mile at Itanagar belonging to the Great Indian Peninsula railway, and 1.00 mile at Cawnpore belonging to the Oudh and Rohilkhand railway.

## 9. Details of construction—

## (a) Permanent-way—

*Great Indian Peninsula railway.*—The rails originally laid were iron, weighing 68 lb. and 84 lb. to the yard. These have now been replaced by steel rails weighing 69 lb., 82 lb., and 86 lb. to the yard. The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron pots; there were 1,672.62 miles of bowl sleepers and 65.52 miles of wooden sleepers on the 31st December 1901. The whole of the South East line, excepting the Ghat section, is laid with iron pots. On the Dhond-Maunad line, the rails are chiefly double headed steel, 69 lb. to the yard, laid on iron pot sleepers. On the Wardha Coal railway, there are 29.88 miles of 69 lb. double headed steel rails and 27 miles of 68 lb. iron rails. The sleepers throughout are of half round teak.

*Khamgaon railway.*—The line was originally laid with 57 lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68 lb. iron rails and cast-iron pot sleepers.

*Amravati railway.*—The permanent-way is of iron, the rails weighing 68 lb. to the yard; the sleepers are pot.

*Indian Midland railway.*—The main line is laid with flat-footed steel rails 80 lb. to the yard, and oval pot sleepers, weighing 92 lb. each bowl, excepting the line from Cawnpore to the South Bank of the Jumna river near Kalpi, where the rails are 75 lb. to the yard, double-headed, laid on Denham-Oliphant's sleepers with 20 feet width formation. The late Sindia State railway was originally laid with iron rails 60 lb. to the yard on transverse decelar sleepers, the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1901, 74.53 miles of track have also been relaid with Indian Midland railway steel rails 80 lb. to the yard.

*Bina-Goonna-Bārūn railway.*—On the Bina-Goonna section, the permanent-way consists of 75 lb. steel rails laid on steel transverse sleepers. On the Goonna-Bārūn section, the permanent-way consists of 75 lb. flat-footed steel rails with 4 holed fish-plates laid on decelar sleepers. Some 15 miles of Indian State railway pattern steel trough sleepers surplus from the Bhopal-Ujjain and Bina-Goonna railways have been utilized on the Gwalior section.

*Bhopal-Ujjain railway.*—The permanent-way consists of 75 lb. flat-footed steel rails laid on transverse steel sleepers.

*Bhopal-Itāsi railway.*—The line was originally laid with 62 lb. steel rails. Up to the end of December 1901, 29.34 miles of track have been relaid with Indian Midland railway 80 lb. steel rails. The sleepers were partly of steel and partly of crossoted pine and other kinds of wood. The wooden sleepers have been renewed from time to time with Indian Midland railway pot sleepers. A similar operation has now been taken in hand with the steel trough sleepers in the road, of which two miles have been renewed with Indian Midland railway pot.

*Gwalior Light railway.*—The permanent-way consists of 30 lb. steel rails laid on sal and steel trough sleepers, Indian State railway pattern.

(b) *Ballast.*—The line is fully ballasted throughout.

(c) *Tunnels.*—The following are the tunnels of 500 feet length and over—Bhor: Ghat No. 7, 858 feet; No. 8, 873 feet; No. 9, 846 feet, and No. 13 (between Palasdhari and Thakurvadi) 1,311 feet; No. 16, 594 feet; No. 22, 846 feet; and No. 23 (between Thakurvadi and Bhor Ghat Reversing) 768 feet. No. 24 (between Bhor Ghat Reversing and Khandala) 1,023 feet; Thull Ghat No. 2 (between Kasara and Thull Ghat Reversing) 1,422 feet; No. 4, 573 feet; No. 7, 1,449 feet; No. 8, 1,158 feet; and No. 11 (between Thull Ghat Reversing and Igatpuri) 765 feet; and Bagra, (between Gurra and Bagra) 891 feet. There are 27 other tunnels varying in length from 132 feet to 500 feet, aggregating 7,834 feet.

**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
8 (a)	<b>GREAT INDIAN PENINSULA SYSTEM—concl'd.</b>				
	Brought forward . . . . .	...	...	...	2,674'39
8 (h)	<b>GWALIOR LIGHT.</b>				
	(2' 6" gauge).				
	Gwalior to Sipri . . . . .	...	2-12-09	73'81	
	Gwalior to Bhind . . . . .		2-12-09	52'33	
	Total open mileage . . . . .	...	...	...	126'14
	<i>Line under construction or sanctioned for construction—</i>				
	Gwalior to Subalgarh . . . . .	4-10-01	...	56'82	
	Total line under construction . . . . .	...	...	...	56'82
	TOTAL, GWALIOR LIGHT . . . . .	...	...	...	182'96
	GRAND TOTAL, GREAT INDIAN PENINSULA SYSTEM . . . . .	...	...	...	2,857'35
21 (c)	<b>GUNTAKAL-MYSORE FRONTIER—</b> (See Southern Mahratta system.)				
8 (h)	<b>GWALIOR LIGHT—</b> (See Great Indian Peninsula system.)				
6 (b)	<b>HARDWAR-DEHRA—</b> (See Oudh and Rohilkhand system.)				
21 (j)	<b>HINDUPUR (YESVANTPUR-MYSORE FRONTIER).</b> (See Southern Mahratta system.)				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 9. Details of construction—concl'd.

(d) *Bridges*.—The important bridges of 1,000 feet length and over are as follows:—Bhima (between Diksal and Katraj) 28 spans of 40 feet; Cogni (between Shalabad and Wadi) 16 spans of 75 feet, 6 spans of 60 feet, and 12 spans of 30 feet; Krishna (between Krishna and Chiksugur) 36 spans of 100 feet; Tapti (between Dhusaval and Daskhedra) 5 spans of 142 feet, and 28 spans of 62 feet; Mund (between Naghjhari and Paras) 15 spans of 60 feet; Towa (between Gurra and Bagra) 4 spans of 302 feet, and 2 spans of 132 feet; Nerbudda (between Bikrampur and Shahpura) 5 spans of 142 feet, and 6 arches of 40 feet; Bhima (between Dhond junction and Pimpri) 28 spans of 40 feet; Godivari (between Puntamba and Samvatsar) 21 spans of 50 feet; Ken (between Khairada and Banda) 12 spans of 100 feet, and 1 span of 250 feet; Betwa (between Oorcha and Barwa Sagar) 13 spans of 150 feet, and 1 span of 60 feet; Dhassan (between Kora and Harpalpur) 13 spans of 100 feet; Jumna (between Chaurah and Kalpi) 10 spans of 250 feet; Bearmi (between Damoh and Ghatiga) 12 spans of 100 feet; Betwa (between Talbahat and Basai) 9 spans of 150 feet; Sindh (between Sanagii and Dabra) 9 spans of 100 feet, and 1 span of 60 feet; Chambal (between Hetampur and Dholpur) 12 spans of 186 feet, and 2 spans of 136 feet; Betwa (between Bina and Damoh Mangavali) 16 spans of 100 feet; Parbati (between Dharmanda and Bhuba) 11 spans of 100 feet, and Nerbudda (between Hoshangabad and Budni) 14 spans of 150 feet, and 1 span of 60 feet.

(e) *Fencing*.—

*Great Indian Peninsula railway*.—The line, with the exception of the Mohpani, Chalisgaon-Dhulia and Jalgaon-Amalner branches is well fenced throughout.

*Khimgaon railway*.—About 126 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.

*Amravati railway*.—The line is fenced only at the Badnera and Amravati ends.

*Indian Midland railway*.—The line is fenced throughout, except between Banda and Jhānsi on the Jhānsi-Manickpur section. On the Saugor-Katni branch, fencing has been erected through Saugor Cantonments and at Damoh and Katui-Murwara stations only.

*Bina-Goonā-Bārān railway*.—The line is fenced throughout from Bina to Goona, but the Goona-Bārān section is unfenced except at stations.

*Bhopal-Ujjain railway*.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

*Bhopal-Itarsi railway*.—The line is wholly fenced.

*Gwalior Light railway*.—The line is fenced between Gwalior and Morar only.

(f) *Curves*.—On the 5' 6" gauge section the sharpest curve has a radius of 990 feet, it is 0'34 mile long and is situated between mile 75 and 76 from Bombay.

*Gwalior Light railway*.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

(g) *Gradients*.—Of a total open mileage on the system of 2,800'53 miles, 28'42 miles are on a gradient of 1 in 80 or steeper on the 5' 6" gauge, and 1'17 miles on 1 in 40 on the 2' 6" gauge Gwalior Light railway.



## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
31 (a)	<b>HOWRAH-AMTA LIGHT—</b> (2' 0" gauge.)				
	<i>Main line—</i>				
	Telkul ghat (Howrah) to Dumjur . . . . .	27-3-95	1-7-97	9'20	
	Dumjur to Bārgachia . . . . .		2-10-97	3'87	
	Bārgachia to Majd . . . . .		4-5-98	5'50	
	Maju to Amta . . . . .		1-6-98	6'62	
	Total Main line . . . . .	...	...	...	27'19
	<i>Branch—</i>				
	Bārgachia to Jagatbalabpur . . . . .	27-3-95	2-10-97	1'50	1'50
	Total Branch . . . . .	...	...	...	
	<b>TOTAL, HOWRAH-AMTA</b> . . . . .	...	...	...	28'69

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Howrah-Amta Light railway—

- (a) The Howrah-Amta Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, under the following agreement.—

*Agreement of*—12th June 1884 (between the District Board of Howrah and the Bengal District Road Tramways Company).

- (b) The general conditions are as follows.—

(i) *Aid by the District Board.*—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of the district road, not exceeding 16 feet and on one side only, has been granted to the company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

(ii) *Currency of agreement.*—The District Board has the power of determining the agreement after 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway to be calculated by adding to the value of the whole railway from Howrah to Amta with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

(iii) *Terms of working.*—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, such surplus profits are divided between the Company and the District Board in equal proportions.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks.*—The line generally runs through the town of Howrah and along the district road after leaving Howrah. Diversions have been made to avoid sharp curves in the road. On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

## 2. Details of construction—

(a) *Permanent-way.*—The permanent-way consists of steel rails, Vignole's pattern, 25 lb. to the yard, laid on cross-sleepers of pyinkado.

(b) *Ballast.*—The line is ballasted throughout.

(c) *Fencing.*—The line is unfenced.

(d) *Curves.*—The sharpest curve, sanctioned specially for the town of Howrah, is of 144 feet radius.

(e) *Gradients.*—Of a total mileage of 28.69 miles, 1.1 miles are on a gradient of 1 in 100, or steeper.

**Appendix 47.**  
History of railways.

## APPEND

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
3a (a)	<b>HOWRAH-SHEAKHALA LIGHT—</b> (2' 0" gauge.) <i>Main line—</i>				
	Kadamtolla to Chanditala . . . . .	27-3-95	2-8-97	8'88	
	Chanditala to Kistrampur . . . . .		10-9-97	3'75	
	Kistrampur to Sheakhala . . . . .		7-11-97	4'75	
	Total Main line . . . . .	...	...	...	17'38
	<i>Branch—</i>				
	Chanditala to Janai . . . . .	27-3-95	5-5-98	2'37	2'37
	Total Branch . . . . .	...	...	...	
	<b>TOTAL, HOWRAH-SHEAKHALA</b> . . . . .	...	...	...	19'75
10 (c)	<b>HYDERABAD-GÓDÁVARI VALLEY—</b> (See Nizam's Guaranteed State system.)				
8 (d)	<b>INDIAN MIDLAND—</b> (See Great Indian Peninsula system.)				
9 (m)	<b>JAIPUR (Bawal-Madhupur.)</b> (See Bombay, Baroda and Central India system.)				
7 (d)	<b>JAMMU AND KASHMIR (Native state section)—</b> (See North Western system.)				
20 (b)	<b>JAMNAGAR—</b> (See Bhavnagar-Gondal-Junagar-I or bandar system.)				
20 (c)	<b>JETALSAR-RÁJKOT—</b> (See Bhavnagar-Gondal-Junagar-I or bandar system.)				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Howrah-Sheakhala Light railway—

- (a) The Howrah-Sheakhala Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1885, under the following agreements.—

*Agreements of*—12th June 1884 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1886 (between the District Board of Howrah and the Bengal District Road Tramways Company).

- (b) The general conditions are as follows:—

(i) *Aid by the District Board*.—As subsidy for payment of interest, the District Board has guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. Land was also provided free of charge.

(ii) *Currency of agreement*.—The agreement is current for a period of 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway to be calculated by adding to the value of the whole tramway from Howrah to Sheakhala with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

(iii) *Terms of working*.—Whenever the net earnings of the Company are in excess of 4 per cent. upon the capital of the Company actually paid up and expended for the time being, such surplus profits are divided between the Company and the District Board in the proportion of two-thirds to the Company and one-third to the District Board.

(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks*.—On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

2. *General remarks*.—The Howrah-Sheakhala railway works over 2·00 miles of the Howrah-Amta railway from Howrah to Kadamtolla.

## 3. Details of construction—

(a) *Permanent-way*.—The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pyinkado.

(b) *Ballast*.—The line is ballasted throughout.

(c) *Fencing*.—The line is unfenced.

(d) *Curves*.—The sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius.

(e) *Gradients*.—Of a total mileage of 19·75 miles, 0·20 mile is on a gradient of 1 in 100, or steeper.

**Appendix 47.**  
**History of railways.**

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*History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
	<b>JODHPUR-BIKANER SYSTEM—</b> (3' 3½" gauge.)			Miles.	M les.
18(a)	<i>Jodhpur section—</i>				
	Marwar railway Junction to Marwar Pali . . . . .	1883	24-6-82	19'00	
	Marwar Pali to Luni Junction . . . . .	1883	17-6-84	25'00	
	Luni Junction to Jodhpur . . . . .	1884	9-3-85	20'00	
	Jodhpur to Merta Road . . . . .	1890	8-4-91	64'00	
	Merta Road to Kuchaman Road . . . . .	July 1891	13-3-99	73'00	
	Luni Junction to Pachhadra . . . . .	31-12-85	22-3-87	60'00	
	Balotra to Barmer . . . . .	Aug. 1897	15-5-95	60'00	
	Barmer to the Jodhpur Frontier . . . . .	Aug. 1897	22-12-00	74'44	
	Merta Road to Nagour . . . . .	1890	16-10-91	35'00	
	Nagour to Bhagu . . . . .	1890	9-12-91	24'50	
	<b>TOTAL, JODHPUR SECTION</b>	...	..	...	454'94
18(b)	<i>Bikaner section—</i>				
	Bhagu to Bikaner . . . . .	1890	9-12-91	43'50	
	Bikaner to Dulmera . . . . .	Dec. 1895	2-6-98	42'00	
	Dulmera to Lankaransar . . . . .	27-1-98	1-1-01	8'32	
	Lankaransar to Suratgarh . . . . .	9-2-99	1-1-01	63'53	
	<b>TOTAL, BIKANER SECTION</b>	...	...	...	157'35
	<b>TOTAL OPEN MILEAGE, JODHPUR-BIKANER</b>	...	...	...	612'29
	<i>Lines under construction or sanctioned for construction—</i>				
	<i>Bikaner section—</i>				
	Suratgarh to Bhatinda . . . . .	15-7-99	Uncertain	...	88'00
	<b>TOTAL, JODHPUR-BIKANER PROPER</b>	...	...	...	700'29
18 (c)	<b>JODHPUR-HYDERABAD (BRITISH SECTION)—</b>				
	Hyderabad to Shadipalli . . . . .	5-3-91	18-8-92	55'49	
	Shadipalli to the Jodhpur Frontier . . . . .	Aug. 1897	22-12-00	68'49	
	<b>TOTAL JODHPUR-HYDERABAD (BRITISH SECTION)</b>	...	...	...	123'98
	<b>GRAND TOTAL, JODHPUR-BIKANER SYSTEM</b>	...	...	...	824'27
18 (c)	<b>JODHPUR HYDERABAD—</b> (See Jodhpur-Bikaner system.)				

\* Date of opening of standard gauge line; converted and opened on the 3' 3½" gauge on the 20th October 1901.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The Jodhpur-Bikaner railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Jodhpur section (3' 3½" gauge) . . . . .	454·94	...	454·94
(b) Bikaner section (3' 3½" gauge) . . . . .	157·35	88·00	245·35
(c) Jodhpur-Hyderabad railway (British section) (3' 3½" gauge) . . . . .	123·98	...	123·98
Total . . . . .	736·27	88·00	824·27

## 2. Jodhpore-Bikaner railway.—

(a) The Jodhpur-Bikaner railway is worked under the following contracts:—

*Contracts of—*13th July 1886 } (between the Government of India and the Jodhpur and Bikaner  
30th July 1889 } Durbars) for constructing and working the line.

(b) The general conditions of the contracts are as follows:—

- (i) *Government aid.*—The line is the exclusive property of the two Durbars.
- (ii) *Currency of contract.*—These contracts may be modified at any time by mutual consent.
- (iii) *Terms of working.*—Each Durbar to receive all the profits of its respective portions.
- (iv) *Rates and fares.*—No provision was made for rates and fares in the contracts but certain rates and fares were approved by executive order.

## 3. The Jodhpur-Hyderabad railway (British section)—

(a) The Jodhpur-Hyderabad railway (British section) is worked under the following agreement—

*Agreement of—*22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway on the 3' 3½" gauge, from Balotra to Hyderabad, and for working the section from the Jodhpur Frontier to Hyderabad.

(b) The general conditions of the agreement are as follows:—

- (i) *Currency of agreement.*—As regards the working of the railway, this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.
- (ii) *Terms of working.*—Working expenses, excluding maintenance, are divided between the British and Native state sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.
- (iii) *Rates and fares.*—Maximum and minimum rates and fares and classification in force on the North Western railway from time to time to be in force on the British section.

*Note.*—Government of India, No. 245 R. T., dated the 6th March 1900 approved of the Rajputana-Malwa railway classification of goods which is in force on the Native state section, being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

## 4. Details of construction—

(a) *Permanent-way*—

*Jodhpur-Bikaner.*—Between Kuchaman Road and Jodhpur and between Merta Road and Suratgarh, the permanent-way consists of 36 lb. flat-topped steel rails, laid on steel trough and deodar sleepers. From Jodhpur to Marwar Pali the line was originally laid with old 36 lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers while the former are now mostly replaced by 41½ lb. and 50 lb. steel rails. Beyond Marwar Pali second-hand rails were originally laid on cross-tied pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed on steel sleepers while the old rails have been mostly replaced by others of 41½ lb. section. The line between Balotra and Barmer is laid on 50 lb. steel rails and steel sleepers. The permanent-way between Luni Junction and Balotra has been relaid with similar rails and pine sleepers.

*Jodhpur-Hyderabad (British section).*—The Hyderabad-Shadipalli section is laid with 60 lb. iron rails and wooden sleepers, and of the Shadipalli-Jodhpur Frontier section, about 14 miles are laid with 40 lb. rails and Denham Olpherts sleepers and the remainder with 50 lb. rails and deodar sleepers.

(b) *Ballast.*—

*Jodhpur-Bikaner.*—On the greater portion of the line, ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchaman Road section it is chiefly broken stone, marble and kunkur.

*Jodhpur-Hyderabad (British section).*—The ballast is of stone and broken brick.

(c) *Fencing.*—With the exception of a few stations, the line is practically unfenced.(d) *Curves.*—There are no curves under a radius of 1,000 feet.(e) *Gradients.*—Of a total open mileage of 736·27 miles of the system, 84·43 miles are on a gradient of 1 in 150 or steeper.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
33 (a)	<b>JORHAT STATE LIGHT—</b> (2' 0" gauge.)				
	<i>Main line—</i>				
	Gosaigaon to Jorhat . . . . .	13-9-83	15-12-84	7'00	
	Jorhat to Dhali river . . . . .		15-12-84	9'50	
	Dhali river to Titabar . . . . .		10-7-87	1'75	
	Extension line from Gosaigaon to Borghoj (cold weather)		22-10-01	5'00	
	Total Main line . . . . .	...	...	...	23'25
	<i>Mariani branch—</i>				
	Chenimara Junction to Mariani . . . . .	13-9-83	7-1-85	7'00	
	Total Branch . . . . .	...	...	...	7'00
	TOTAL, JORHAT . . . . .	...	...	...	30'25
4 (d)	<b>JUBBULPORE-GONDIA EXTENSION—</b> (See Bengal-Nagpur system.)				
1 (e)	<b>KALKA-SIMLA—</b> (See East Indian system.)				
23 (c)	<b>KARAIKKAL-PERALAM—</b> (See South Indian system.)				
8 (b)	<b>KHAMGAON—</b> (See Great Indian Peninsula system.)				
7 (h)	<b>KHUSALGARH-KOHAT-THAL—</b> (See North Western system.)				
11 (c)	<b>KOLAR GOLD-FIELDS—</b> (See Madras system.)				
21 (f)	<b>KOLHAPUR—</b> (See Southern Mahratta system.)				
13 (b)	<b>LEDO AND TIKAK-MARGHERITA COLLIERY—</b> (See Dibru-Sadiya system.)				
17 (b)	<b>LUCKNOW-BAREILLY—</b> (See Rohilkund and Kumaon system.)				
7 (e)	<b>LUDHIANA-DHURI-JAKHA. -</b> (See North Western system.)				

*on the 31st December 1901, alphabetically arranged.*

[illegible]



Appendix 47.  
History of railways.

APPEN

History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage	Total.
				Miles.	Miles.
II (a)	<b>MADRAS SYSTEM—</b> (5' 6" gauge.)				
	<b>SOUTH-WEST LINE—</b>				
	<i>Main line—</i>				
	Madras to Veyasarpady . . . . .	April 1868	7-4-73	2'16	
	Veyasarpady to Arcot . . . . .	Veyasarpady to Arkonam,	1-7-56,	63'22	
	Arcot to Katpadi . . . . .	to Arkonam,	7-5-57	14'96	
	Katpadi to Gudiyattam . . . . .	between	19-5-58	15'36	
	Gudiyattam to Ambur . . . . .	July 1853	16-1-60	17'01	
	Ambur to Vaniyambadi . . . . .	and Februa-	1-2-60	9'98	
	Vaniyambadi to Tiruppattur . . . . .	ry 1854.	23-5-60	14'19	
	Tiruppattur to Salem . . . . .	Arkonam to	1-2-61	69'98	
	Salem to Sankaridrug . . . . .	Kadalundi,	1-12-61	23'68	
	Sankaridrug to Podanur . . . . .	between	12-5-62	71'18	
	Podanur to Pattambi . . . . .	February	14-4-62	64'96	
	Pattambi to Kuttippuram . . . . .	1854 and	23-9-61	11'50	
	Kuttippuram to Tirur . . . . .	May 1857.	1-5-61	9'39	
	Tirur to Kadalundi . . . . .	August '84	12-3-61	16'31	
	Kadalundi to Calicut . . . . .	6-5-97	2-1-88	9'26	
	Calicut to Badagara . . . . .	...	1-10-01	28'75	
	<b>Total Main line</b>				441'89
	<i>Branches—</i>				
	<i>Ravapuram branch—</i>				
	Veyasarpady to Ravapuram . . . . .	9-6-53	1-7-56	2'16	
	Ravapuram to Beach . . . . .	16-12-99	22-1-00	1'03	
	Walajah Road (Arcot) to Ranipet . . . . .	9-12-97	17-4-99	4'17	
				7'36	
	<i>Bangalore branch—</i>				
	Jolarpet Junction to Bangalore Cantonment . . . . .	1862	1-8-64	84'37	
	Bangalore Cantonment to Bangalore City . . . . .	March 1881	1-7-82	3'05	
				87'42	
	<i>Nilgiri branch—</i>				
	Podanur Junction to Coimbatore . . . . .	} 17-8-70 {	1-2-73	3'78	
	Coimbatore to Mettupalaiyam . . . . .		31-8-73	21'97	
				25'75	
	<i>Palghat branch—</i>				
	Olavakkot to Palghat . . . . .	4-1-87	2-1-88	2'47	
	<b>Total Branches</b>	...	...	...	123'00
	<b>TOTAL, SOUTH-WEST LINE</b>	...	...	...	564'89
	<b>NORTH-WEST LINE—</b>				
	<i>Main line—</i>				
	Arkonam to Nagari . . . . .	23-6-59	4-3-61	17'27	
	Nagari to Puttur . . . . .	23-6-59	8-12-61	9'59	
	Puttur to Renigunta . . . . .	& 3-1-60	15-9-62	14'46	
	Renigunta to Reddipalle . . . . .	31-1-61			
		& 16-5-63	1-10-64	38'02	
	Reddipalle to Cuddapah . . . . .	26-5-63			
		& 18-11-63	1-9-65	39'59	
	Cuddapah to Muddanuru . . . . .	18-11-63,			
		20-7-63	1-8-66	34'31	
		& 22-7-65			
	Muddanuru to Tadpatri . . . . .	8-5-65	1-9-68	32'07	
		& 22-7-63			
	Tadpatri to Gooty . . . . .	8-5-65			
		& 24-5-65	1-8-69	29'72	
		& 25-5-66			
	Gooty to the Tungabhadra river . . . . .	22-6-66	12-12-70	75'33	
	Tungabhadra to Raichur . . . . .	& 23-8-69	15-3-71	17'92	
		22-9-69			
	<b>TOTAL, NORTH WEST LINE</b>	...	...	...	308'28
	<b>TOTAL, OPEN MILEAGE, MADRAS PROPER</b>	...	...	...	873'17
	<b>Carried over</b>	...	...	...	873'17

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The Madras railway system is made up of—

	Open line Miles.	Under construction. Miles.	Total. Miles.
(a) Madras railway (5' 6" gauge) . . . . .	873'17	31'09	904'26
(b) East Coast State railway (North-East line) (5' 6" gauge)	497'22	...	497'22
(c) Kolar Gold-fields railway (5' 6" gauge) . . . . .	9'88	...	9'88
(d) Nilgiri railway (3' 3½" gauge) . . . . .	16'90	...	16'90
(e) Shoranur-Cochin railway (3' 3½" gauge) . . . . .	...	64'83	64'83
Total . . . . .	1,397'17	95'92	1,493'09

## 2. Madras railway—

## (a) The Madras railway is worked under the following contracts —

*Contracts of—*22nd December 1853 (South-West line).

19th December 1855 (South-West line).

13th August 1858 (North-West line).

2nd January 1871 (Amalgamation).

18th January 1901 (Calicut-Azhikal extension).

1st November 1901 (Walajah Road Arcot) (Ranipet branch).

## (b) The general conditions of the contracts are as follows.—

(i) *Government aid.*—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land also was provided free of cost.

(ii) *Currency of contracts.*—In ninety-nine years from 1st April 1857, the line reverts to Government who would then pay only for the rolling-stock at its fair value, provided the Company had not previously given notice terminating the contract. Government may determine the contract by purchase within six months after the expiration of 25 or 50 years of the term, at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe their obligations, Government repaying the capital expended.

*NOTE.*—Government relinquished their right to determine the contract at the end of the 25th year and the only remaining opportunity of giving notice of purchase will be in 1907 within six months after 1st April.

(iii) *Power of Company to surrender contract.*—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.

(iv) *Terms of working.*—As to the lines covered by the contract of 2nd January 1871, surplus profits after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1s 10d per rupee are divided equally between Government and the Company. As to the Calicut-Azhikal railway, working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company, but any such excess in one half-year is a first charge against any deficiency in the two preceding half-years. Subject to the provisions in the contract of 18th January 1901, the covenants and provisions of the several principal indentures apply to the Calicut-Azhikal railway.

(v) *Rates and fares.*—*Madras railway system (except North-east line)*—Under the contract, Government fixed a maxima which cannot be altered by Government, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company by an executive order to vary these rates within the prescribed maxima without reference to Government.

(vi) *General remarks.*—The Madras railway runs from Madras to Arkonam, where it divides into two branches, one proceeding in a north-westerly direction to Raichur, the other in a south-westerly direction to Calicut. The latter has branches to Bangalore, Mettupalaiyam and Palghat.

**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. <sup>*</sup>	Total.
				Miles.	Miles.
11 (a)	<b>MADRAS SYSTEM—contd.</b>				
	Brought forward	...	...	...	873.17
	<b>DOUBLE LINE, SOUTH-WEST LINE—</b>				
	Washermenpet to Veyasarpaudy . . . . .	21-3-01	14-9-01	1.02	
	Madras to Veyasarpaudy Junction . . . . .	Probably	7-4-73	2.16	
	Veyasarpaudy Junction to Perambur . . . . .	71-72	7-2-74	1.30	
	Perambur to Avadi . . . . .	Probably	1-5-77	9.54	
	Avadi to Tiruvallur . . . . .	75-76	20-7-77	12.80	
	Tiruvallur to Arkonam . . . . .		28-8-77	16.52	
	<b>TOTAL DOUBLE LINE, SOUTH-WEST LINE</b>	...	...	43.43	
11 (b)	<b>NORTH-EAST LINE (EAST COAST STATE RAILWAY)—</b>				
	<i>Main line—</i>				
	Washermenpet to Ennūr . . . . .	August '94	22-2-06	8.25	
	Ennūr to Gudur . . . . .	July '95	23-2-09	75.25	
	Gudur to Nellore . . . . .		* 1-11-88	23.75	
	Nellore to Kistna Canal Junction . . . . .		20-12-08	155.00	
	Kistna Canal Junction to Bezwada (5' 6" gauge) . . . . .		15-7-97	3.06	
	Tadépalli to Bezwada . . . . .	July '90	1-1-94	2.07	
	Bezwada to Kovvur . . . . .		20-2-93	88.25	
	Kovvur to Rajahmundry . . . . .		6-8-00	4.09	
	Rajahmundry to the Junction point near Waltair . . . . .		15-7-93	119.81	
	Junction point near Waltair station to Waltair . . . . .		15-7-93	4.25	
	<b>Total Main line</b>	...	...		485.28
	<i>Branches—</i>				
	Samalkot Junction to Cocanada port branch . . . . .	July '90	15-7-93	9.75	
	Waltair to end of branch near Vizagapatnam station . . . . .		15-7-93	2.19	
	<b>Total Branch</b>	...	...		11.94
	<b>TOTAL, NORTH-EAST LINE (EAST COAST STATE RAILWAY).</b>	...	...		494.25
11 (c)	<b>KOLAR GOLD-FIELDS—</b> (5' 6" gauge)				
	Bowlingpet to Marikuppam . . . . .	July '92	1-6-94	9.88	
	<b>TOTAL, KOLAR GOLD-FIELDS</b>	...	...		9.88
11 (d)	<b>NILGIRI—</b> (3' 3½" gauge)				
	Mettupalaivam to Coonoor . . . . .	{ Probably } { in 1892 }	15-6-99	16.90	
	<b>TOTAL, NILGIRI</b>	...	...		16.90
	<i>Lines under construction or sanctioned for construction.</i>				
	<b>SOUTH-WEST LINE—</b>				
	Badagara. to Azhikal . . . . .	5-5-97	† July 1902	31.09	
11 (e)	<b>SHORANUR-COCHIN—</b> (3' 3½" gauge)				
	Shoranur to Ernakulum . . . . .	28-4-99	† June '02	64.83	
	<b>Total, Lines under construction</b>	...	...		95.92
	<b>GRAND TOTAL, MADRAS SYSTEM</b>	...	...		1,490.12

\* Date of opening of original 3' 3½" gauge; converted to and opened on the standard gauge on 1st November 1899.

† Probable dates of opening.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 2. Madras railway—concluded.

(vi) *General remarks*—concluded.

The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpady Junction and the Central station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch. The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State railway, but was subsequently made over to the Madras Railway Company. The portion from Gudur to Nellore, which was originally laid on the 3' 3½" gauge was converted to 5' 6" gauge on the opening of the East Coast railway. The working of the East Coast State railway (North-east line) was taken over by the Madras Railway Company from the 1st January 1901.

## 3. North-east line (East Coast State).—The contract for working the line is under consideration.

## 4. The Kolar Gold-fields railway—

## (a) The Kolar Gold-fields railway is worked under the following agreement:—

*Agreement of*—30th November 1899 (between the Mysore Government and the Madras Railway Company) for working and maintenance.

## (b) The general conditions of the agreement are as follows.—

(i) *Government aid*.—The line is the property of the Mysore State.

(ii) *Currency of agreement*.—The agreement to remain in force, subject to six months' notice from either side on the 1st of January or the 1st of July of any year.

(iii) *Terms of working*.—The Company to charge for working and maintenance the same proportion which the working expenses of the whole system including this line bear to the gross earnings of that system with an addition of 10 per cent. until the improvement works authorised are completed and 5 per cent. of the gross earnings of the railway for rolling-stock.

(iv) *Rates and fares*.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time upon the Madras railway.

(v) *General remarks*.—The line was constructed by the Mysore State in order to provide facilities for the gold-fields.

## 5. The Nilgiri railway—

## (a) The Nilgiri railway is worked under the following agreement —

*Agreement of*—26th May 1883 (between the Madras Railway Company and the new Nilgiri Railway Company) for working.

*Note*—The present working agreement is subject to revision hereafter, if found necessary, when the contract between the Secretary of State and the new Nilgiri Railway Company is executed on the conclusion of negotiations regarding the extension.

## (b) The general conditions of the agreement are as follows.

(i) *Government aid*.—Government guarantee 3 per cent. during construction on the capital paid into the Government Treasury, with a free grant of all land required for the railway and the works connected therewith.

(ii) *Currency of contract*.—The agreement to remain in force for three years from date of opening of the line, subject to revision on the opening of the extension to Ootacamund.

(iii) *Terms of working*.—Maintenance of way and works to be charged at actual cost, and for all other expenses the Madras railway receive 30 per cent. of the gross receipts subject to such receipts being taken at a minimum of Rs. 1,00,000 in each half-year. If the actual expenditure in working the Nilgiri railway is less than 30 per cent. of gross receipts one-half the saving to be surrendered to the Nilgiri railway, while, if there is an excess the Nilgiri railway to share half the excess up to a maximum of 35 per cent. of gross receipts. The balance remaining to be paid over to the Nilgiri Railway Company.

(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks*.—The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894; and in February 1896 a new Company was formed to purchase the line from the old Company and to supply the capital required to complete it and to construct the proposed extension to Ootacamund.

Appendix 47.  
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanc- tion.	Date of opening.	Mileage.	Total.
II (a)	MADRAS SYSTEM—continued.				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 6. Shoranur-Cochin railway—

(a) The Shoranur-Cochin railway will be worked under the following agreement —

*Agreement of—1st January 1901 (between His Highness the Rajah of Cochin and the Madras Railway Company) for construction and working.*

(b) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Cochin State.(ii) *Currency of agreement.*—This agreement is to remain in force until the termination of the present agreement dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.(iii) *Power to determine agreement.*—Nil.(iv) *Terms of working.*—The Company charge for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Darbar and the Madras Railway Company in the proportion of four-fifths to the Darbar and one-fifth to the Company.(v) *Rates and fares.*—The same as are generally applicable from time to time to the system of railways worked by the Company.

7. General remarks —The following lengths are worked over by foreign lines:—0·80 mile of the North-east line from the distant signal at Bezwada to Bezwada station is worked over by the Nizam's Guaranteed State railway; 4·97 miles from Waltair to Vizagapatam (including Wharf and Swamp lines) by the Bengal-Nagpur railway, and 2·99 miles from Tadipatri to Bezwada by the Southern Malabar railway.

## 8 Details of construction —

(a) *Permanent way.*—*Madras railway.*—The iron rails, which vary in weight from 65lb. to 84lb. to the yard, are laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails, 20 feet and 30 feet long, weighing 75lb. to the yard, but this type has been discontinued, and bull-headed steel rails, 30 feet long and weighing 75lb, 70lb, and 80lb. to the yard, (the last being the present standard) have since been used.

The South-West line was originally laid with sleepers of indigenous woods, but an experiment was made of using stone blocks, 2' x 2' x 1', as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857. Jungle wood sleepers were found to be very short-lived, and in 1891 it was decided to replace them by Creave's patent cast-iron bowl sleepers. Cast-iron bowl sleepers (each 112lb.) of an improved and stronger design, with steel bull-headed rails, 80lb. to the yard and 30 feet in length, and a heavier type of plate are now being introduced.

The permanent-way on the length between Calicut and Badagara consists of flat-footed 62lb. steel rails with 4-holed deep fish plates laid on wooden sleepers. The length between Badagara and Azhikal is under construction with the same type of permanent-way.

*North-east line (East Coast railway).*—The permanent-way consists of flat-footed 75lb. steel rails laid on wooden and grassed sleepers.*Kolar Gold-fields railway.*—The line was originally laid with Madras railway second-hand double-headed 75lb. iron rails on new cast iron pot sleepers, but in consequence of the excessive wear due to the heavy traffic passing over this branch, the alignment has been improved and iron rails have been replaced by 70lb. steel rails.*Nilgiri railway.*—The permanent way consists of steel rails, 50lb. to the yard, laid on pyinkado sleepers.*Shoranur-Cochin railway.*—The permanent way will be 41½ lb. steel flat-footed rails on wooden sleepers.(b) *Ballast.*—

The system is ballasted with stone and sand, chiefly the former.

(c) *Tunnels.*—*Nilgiri railway.*—There are nine tunnels on the line varying in length from 62 feet to 308 feet, aggregating 1,578 feet.

Appendix 47.  
History of railways.

APPEN

History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction	Date of opening.	Mileage.	Total.
11 (a)	MADRAS SYSTEM—continued.				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 8. Details of construction—concluded.

- (d) *Bridges*.—The following are the important bridges of 1,000 feet length and over: Poincy (between Ponnai Roul and Tuvallum), 56 spans of 30 feet, Gudiyattam (between Gudiyattam and Valathoor), 33 spans of 30 feet, Cauvery (between Cauvery and Erode), 20 spans of 64 feet and 2 spans of 62 feet; Kadaluindi (between Parpanargadi and Kadaluindi), 20 spans of 64 feet, Cheyair (between Razampeta and Nandalur), 51 spans of 64 feet, Pennur (between Penneru and Tadpatra), 13 spans of 131 feet, Tungabhadra (between Tungabhadra and Matmar), 58 spans of 64 feet, Chitravati (between Kondapuram and Regadipalli), 10 spans of 131 feet, Papaghni (between Kamalapuram and Gangayapalli), 15 spans of 131 feet, Ennūr Creek (between Ennūr and Minjur), 30 spans of 40 feet, Penner (between Nellore and Podugupadu), 23 spans of 70 feet and 5 spans of 40 feet, Kistna (between Talepalli and Bezvada), 12 spans of 300 feet, Gomavari (between Kovvūr and Gōlavari), 56 spans of 150 feet and 1 span of 40 feet.
- (e) *Fencing*.—The *Madras, Kōtir Gold-fields, and Nilgiri railways* are fenced throughout; the North-east line—(East Coast State) and the *Shoranur-Cochin railways* are only fenced in the vicinity of towns, stations and level crossings.
- (f) *Curves*.—5' 6" gauge sections:—There are no curves under a radius of 1,000 feet.  
*Nilgiri railway*.—The curves vary from 328 feet to 716 feet in radius.  
*Shoranur-Cochin railway*.—The sharpest curve is 818.57 feet in radius.
- (g) *Gradients*.—Of a total open mileage on the system of 1,307.17 miles, 0.80 mile is on a gradient of 1 in 60 or steeper on the 5' 6" gauge, and 0.92 miles on 1 in 12.5 on the 3' 3½" gauge (Nilgiri line).



**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage:  Miles.	Total.  Miles.
37 (a)	<b>MADURA DISTRICT LIGHT—</b> (2' 6" gauge.)				
	Ammayanakkanur to Kotagudi . . . . .	...	...	35'00	
	Periyakulam to Krishnamanak's tope . . . . .	...	...	5'00	
	Theni to Kuruvanath . . . . .	..	..	33'00	
	<b>TOTAL, MADURA DISTRICT</b> . . . . .	...	...	..	93'00
25 (a)	<b>MORVI LIGHT—</b> (2' 6" gauge)				
	<i>Main line—</i>				
	Wadhwan to Dolia . . . . .	14-12-83	11-3-86	24 00	68 50
	Dolia to Vankner . . . . .		20-11-86	27 75	
	Vankner to Morvi . . . . .		24 3 87	16 75	
	<b>Total Main line</b> . . . . .	...	...	...	68 50
	<i>Rajkot branch—</i>				
	Vankner to Rajkot . . . . .	10-5-88	1-1-00	25 25	25 86
	Extension across the Aj river to Rajkot Junction with the Jetalsar-Rajkot railway . . . . .	6-1-04	6-11-04	0 11	
	<b>Total Branch</b> . . . . .	...	...	...	25 86
	<b>TOTAL, MORVI</b> . . . . .	.	...	...	94 36
2 (d)	<b>MYMENSINGH-JAMALPUR-JAGANNATHGANJ—</b> (See Eastern Bengal system.)				
21 (.)	<b>MYSORE NANJANGUD—</b> (See Southern Mahratta system.)				
21 (b)	<b>MYSORE SECTION (SOUTHERN MAHRATTA)—</b> (See Southern Mahratta system.)				
9 (.)	<b>NAGDA-UJJAIN—</b> (See Bombay, Baroda and Central India system.)				
11 (d)	<b>NILGIRI—</b> (See Madras system.)				

as the 31st December 1901, alphabetically arranged.

## REMARKS.

**Madura District Light railways**—Messrs. Wilson and Company of Madras, the Promoters, were originally granted a concession for the construction of these lines under the Indian Tramways Act; but as there is no provision under this Act for payment of interest out of capital during construction, they submitted an amended application for a scheme for Light railways to be constructed under the provisions of the Indian Railways Act. The Promoters have been informed that, subject to their acceptance of certain conditions, they may proceed to raise the necessary capital for the line.

**I. Morvi Light railway.—**

(i) The Morvi Light railway is owned and worked by His Highness the Thakore Sahib of Morvi.

(ii) *General remarks.*—This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dola and then runs along the line of unbridged and unmetalled road to Vankiner and on to Morvi and Rajkot. The conversion of the line to 3' 3½" gauge is under contemplation.

**a. Details of construction—**

(a) *Permanent-way*—The permanent-way originally consisted of steel rails, weighing 10lb. to the yard, and pressed steel sleepers weighing 11lb. These have since been extensively replaced in sections by 20lb. and 41½lb. steel rails and creosoted pine sleepers. On the Rajkot branch, from mile 55 to a distance of 31 miles, renewals have been effected by laying 41½lb., 3' 3½" gauge rails on creosoted pine sleepers of that gauge, with a view to eventual conversion. The extension across the Aji river has been laid with 3' 3½" gauge rails, weighing 41½lb. to the yard, on creosoted pine sleepers.

(b) *Ballast.*—Moorum (decayed trap) and sand.

(c) *Fencing.*—Line is unfenced.

(d) *Curves.*—There are 3.24 miles of curves under a radius of 1,000 feet.

(e) *Gradients.*—Of a total open mileage of 94.36 miles, 4.50 miles are on a gradient of 1 in 200 or steeper.

**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress*

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
10 (a)	<b>NIZAM'S GUARANTEED STATE SYSTEM— (5' 6" gauge)</b>				
	<i>Main line—</i>				
	Wādi Junction to Secunderabad and to junction of new line.	25-3-71	9-10-74	115'45	
	Junction of new line to Warangal . . . . .	Nov. '84	8-4-86	87'47	
	Warangal to Dornakal . . . . .	May '86	1-1-88	51'01	
	Dornakal to Dona Kālu . . . . .	} Jany. '87 {	5-2-88	31'72	
	Dona Kālu to British frontier . . . . .		10-2-89	23'54	
	Total Main line . . . . .	...	...	.	310'09
	<i>Branches—</i>				
	<i>Hyderabad branch—</i>				
	Husain Sāgar to Hyderabad . . . . .	25-3-71	9-10-74	3'54	
	<i>Mineral branch—</i>				
	Dornakal to Singareni Coal-fields . . . . .	May '85	1-1-88	16'50	
	Total Branches . . . . .	.	...	.	20'04
	TOTAL, NIZAM'S GUARANTEED STATE PROPR		...	...	330'13
12 (c)	<b>BEZWADA EXTENSION— (5' 6" gauge)</b>				
	Hyderabad frontier to Bezwada . . . . .	26-11-86	10-2-89	20'58	
	TOTAL, BEZWADA EXTENSION . . . . .	...	...	.	
10 (c)	<b>HYDERABAD GODAVARI VALLEY — (5' 3" gauge)</b>				20'58
	Manmāḍ to Jalna . . . . .	} 12-1-97 {	21-10-99	109'36	
	Jalna to Sālu . . . . .		7-12-99	44'74	
	Sālu to Purbhani . . . . .		25-4-00	26'43	
	Purbhani to Nanded . . . . .		9-10-00	36'29	
	Nanded to Sivunjon . . . . .		23-8-00	16'68	
	Sivunjon to Basar . . . . .		25-4-00	33'89	
	Basar to Secunderabad . . . . .		25-4-00	118'21	
	Secunderabad to Hyderabad . . . . .		16-5-01	5'82	
	TOTAL, HYDERABAD-GODAVARI VALLEY . . . . .		...	...	391'42
	GRAND TOTAL, NIZAM'S GUARANTEED STATE SYSTEM . . . . .	...	...	...	742'13

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The Nizam's Guaranteed State railway system is made up of—

	Open line. Miles.
(a) Nizam's Guaranteed State railway (5' 6" gauge) . . . . .	330.13
(b) Bezwada extension . . . . . (5' 6" gauge) . . . . .	20.58
(c) Hyderabad-Godavari Valley railway (3' 3½" gauge) . . . . .	391.03
TOTAL . . . . .	741.73

## 2. Nizam's Guaranteed State railway—

## (a) The Nizam's Guaranteed State railway is worked under the following contract —

*Contract of*—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

## (b) The general conditions of the contract are as follows —

- (i) *Terms of contract*—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon) His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land also was provided free of charge.
- (ii) *Currency of contract*—The contract is current for a period of 99 years, and on expiry by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.
- (iii) *Terms of working*—From gross earnings will be deducted working expenses, and during the guaranteed period, the net earnings applied in the first instance to repayment of the annuity, paid in the same half year. Of the residue, one moiety will be utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance, one-half will be paid to the Nizam's Government, the remaining moiety being made over to the Company.
- (iv) *Rates and fares*—The rates and fares not to be, unless otherwise agreed between His Highness' Government and the Company, in excess of the rates and fares from time to time prevailing on the Great Indian Peninsula railway.
- (v) *General remarks*—Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884, it was worked by State agency, and from January 1885, by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast State railway. It was transferred back to the Company for working from the 1st January 1901.

## 3. Bezwada extension railway.—The revised terms for working this railway are under consideration.

History of railways constructed and in progress.

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
10 (a)	NIZAM'S GUARANTEED STATE SYSTEM—concl'd.				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 4. Hyderabad-Godavari Valley railway—

(a) The Hyderabad-Godavari Valley railway is worked under the following agreement :—

*Agreement of*—16th March 1897 (between His Highness the Nizam's Government and the Nizam's State Railways Company) for construction and working.

(b) The general conditions of the agreement are as follows :—

(i) *Terms of contract*.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, Government paying thereon an annuity, and, in addition a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway, and after the expiration of the guaranteed period the interest payable thereon a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is also provided for.

(ii) *Currency of contract*.—On expiry of contract by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

(iii) *Power of Company to surrender contract*—Nil.

(iv) *Terms of working*—From gross earnings will be deducted working expenses and the net earnings applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period, to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government, the remaining moiety being dealt with as above.

(v) *Rates and fares*.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State line.

5 General remarks.—The Nizam's Guaranteed State railway has running powers over 0·80 mile from the distant signal at Bezwada to Bezwada station of the Madras railway (North-East line).

## 6. Details of construction.—

(a) *Permanent-way*—

*Nizam's Guaranteed State railway*—About 1 mile is laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India railway; 43 miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers; 3 miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers, and the remainder of the line with 66½lb. flat-footed steel rails on steel pea-pod sleepers. The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pea-pod sleepers. The line from Secunderabad to Hyderabad (5·82 miles) is mixed gauge and is laid with 66½lb. flat-footed steel rails on wooden sleepers.

*Bezwada extension*.—Is laid with 66½lb. steel rails on pea pod sleepers.

*Hyderabad-Godavari Valley*—The permanent-way consists of 50lb. steel rails and steel and wooden sleepers.

(b) *Ballast*.—The ballast is of sand and broken stone.

(c) *Bridges*.—The only important bridge of 1,000 feet length and over is that on the Hyderabad-Godavari Valley, over the Godavari river, which consists of 21 spans of 60 feet.

(d) *Fencing*.—On the Nizam's Guaranteed State railway, the line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced. On the Bezwada extension and Hyderabad-Godavari Valley railway, the line is fenced only at stations.

(e) *Curves*.—There are no curves under a radius of 1,000 feet on the Nizam's Guaranteed State railway and the Bezwada extension. On the Hyderabad-Godavari Valley railway, the sharpest curve has a radius of 1,432 feet.

(f) *Gradients*.—Of a total open mileage of the system of 742·13 miles, 79·19 miles are on a gradient of 1 in 100 or steeper on the 5' 6" gauge, and 142·13 miles of 1 in 133·3 or steeper on the 3' 3½" gauge.

**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
7 (a)	NORTH WESTERN SYSTEM. (5' 6" gauge.)			Miles.	Miles.
	COMMERCIAL SECTION—				
	Main line—				
	Ghāziabad to Meerut City . . . . .	1864	18-4-67	27'33	1,444'69
	Meerut City to Umballa Cantonment . . . . .		1-1-69	121'02	
	Umballa Cantonment to Ludhiāna . . . . .		12-10-69	70'66	
	Ludhiāna to Phillour . . . . .		15-10-70	8'28	
	Phillour to Jullundur Cantonment . . . . .		1-4-70	24'12	
	Jullundur Cantonment to Beas . . . . .		15-11-69	25'53	
	Beas to Amritsar . . . . .	8-2-59	1-11-67	26'20	
	Amritsar to Lahore . . . . .		10-4-62	32'30	
	Lahore to Jhelum . . . . .		6-10-78	103'12	
	Jhelum to Rāwalpindi . . . . .	17-9-77	...	76'38	
	Rāwalpindi to Haji Shah . . . . .	3-10-79	1-1-81	61'62	
	Haji Shah to Attock bridge . . . . .		1-5-81		
	Attock to Khairabad . . . . .		31-5-83	2'38	
	Khairabad to Peshāwar City . . . . .	8-2-59	1-5-82	41'25	
	Peshāwar City to Peshāwar Cantonment . . . . .		1-1-83	2'65	
	Lahore to Multan . . . . .		24-4-65	207'82	
	Multan to Muzaffarabad . . . . .	8-11-71	21-8-70	6'89	
	Muzaffarabad to Khānpur . . . . .		1-7-78	139'14	
	Khānpur to Rohri . . . . .		1-7-78	132'05	
	Rohri to Sukkur . . . . .	4-11-72	27-3-89	2'64	
	Sukkur to Rādhān . . . . .		1-10-78	79'31	
	Rādhān to Laki . . . . .		27-10-78	70'57	
	Laki to Kotri . . . . .	29-4-58	8-10-78	75'48	
	Kotri to Kurachee City . . . . .		13-5-61	104'89	
	Kurachee City to Kiamari (including Napier Mole line)	...	16-6-89	3'06	
	Total Main line . . . . .				
	Branches—				
	Sialkot branch—				
	Wazirabad to Sialkot . . . . .	10-4-83	1-1-84	26'50	
	Wazirabad-Lyallpur branch—				
	Wazirabad to Hafizabad . . . . .	...	15-8-95	37'37	
	Hafizabad to Sangla Hill . . . . .	...	1-1-96	31'45	
	Sangla Hill to Lyallpur . . . . .	...	15-2-96	27'21	
	Lyallpur to Toba Tek Singh . . . . .	...	22-6-99	49'00	
	Toba Tek Singh to Khanewal . . . . .	...	16-4-00	55'53	
				200'56	
	Kashmir branch—				
	Sialkot to the frontier of the Kashmir State . . . . .	...	15-3-90	9'08	
	Phulji to Purnanadera . . . . .	...	1-6-82	2'57	
	Sukkur to Sukkur Bandar . . . . .	...	1-10-78	1'25	
	Kotri to Kotri Bandar . . . . .	...	1-4-89	1'14	
	Meean Meer chind branch *—				
	Meean Meer East to Meean Meer West . . . . .	...	10-12-91	2'13	
	Kotri-Rohri (chind) branch—				
	Kotri to Hyderabad . . . . .	...	25-5-00	4'09	
	Hyderabad to Rahoki . . . . .	...	28-3-01	6'04	
	Rahoki to Shahdadpur . . . . .	...	15-11-96	39'09	
	Shahdadpur to Kohri . . . . .	...	15-11-96	139'84	
				189'96	
	Carried over . . . . .	...	...	433'19	1,444'69

\* This is a military line and is not intended to be used for ordinary public traffic.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The North Western railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) North Western railway (5' 6" gauge) . . . . .	3,077'12	...	3,077'12
(b) Southern Punjab railway (5' 6" gauge) . . . . .	423'93	...	423'93
(c) Rājputra-Bhātinda railway (5' 6" gauge) . . . . .	107'05	...	107'05
(d) Ludhiāna-Dhuri-Jakhal railway (5' 6" gauge) . . . . .	78'66	...	78'66
(e) Jammu and Kashmir (Native state section), (5' 6" gauge) . . . . .	15'92	...	15'92
(f) Dandot Light railway (2' 0" gauge) . . . . .	6'18	...	6'18
(g) Nowshera-Durgai railway (2' 6" gauge) . . . . .	40'25	...	40'25
(h) Khushāgarh-Kohat-Thal railway (5' 6" gauge) . . . . .	...	92'20	92'20
(i) Jech-Doab (5' 6" gauge) . . . . .	...	51'40	51'40
Total . . . . .	3,749 11	143'60	3,892'71

## 2. North Western railway—

(a) The North Western railway is owned and worked by the State.

## (i) General remarks—

The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Peshawar, a distance of 1,555 miles.

The Wazirabad-Lyallpur branch was constructed to open up the country now being irrigated by the Chenab canal, and recently brought under cultivation by the colonists and settlers, who are reclaiming the desert land of the Rechna Doab.

The Kotri-Rohri chord was constructed owing to the set of the Indus on the right bank which rendered the line along that bank dangerous, and, owing to the frequent breaches, caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36'51 miles on the through distance from the Punjab to Kurrachee, and also gives an alternative route to Quetta.

The line from the Bolan Junction station and from the Sibi station follows the old Quetta loop to Nari bank station 148'1 miles from Sibi and 456'78 miles from Kurrachee. The old Bolan railway (Quetta loop) from Nari bank via Kundalini to Hirok has been dismantled, except the first portion from Nari bank to Rindli. The new line is on a completely new alignment between Nari bank and Kolpur, the actual length of the construction works being 57 miles from Nari bank to the mouth of the Mushkaf gorge (462 miles from Kurrachee).

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. On the second portion (1'29 miles), there is another incline worked by gravity alone.

## 3. Southern Punjab (Delhi-Samasata) railway —

(a) The Southern Punjab railway is worked under the following contracts —

Contract of—13th August 1895 between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kailash branch.

(b) The general conditions of the contract are as follows —

(i) *Government aid*—Government allow the Company, in respect of each half-year, by way of rebate on the net earnings of the North Western railway and from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the Company's net earnings, make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual expenditure charged in the capital account. Land was also provided free of cost to the Company.



## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.*	Total.
				Miles.	Miles.
7 (a)	<b>NORTH WESTERN SYSTEM—contd.</b> (5' 6" gauge.)				
	Brought forward	...	...	433'19	1,444'69
	<b>COMMERCIAL SECTION—concl'd.</b>				
	<b>Branches—concl'd.</b>				
	<b>Ferozepore branch—</b>				
	Rāwān to Kasur . . . . .	9-11-82 {	15-4-83	16'50	}
	Kasur to Ganda Singhwāla . . . . .		10-6-83	7'00	
	Ganda Singhwāla to Ganda Singh Bandar . . . . .	2-10-83	15-12-83	5'50	}
	Ganda Singh Bandar to Hussainiwāla . . . . .	...	8-5-87	2'00	
	Hussainiwāla to Ferozepore City . . . . .	...	1-10-92	2'00	}
	Ferozepore City to Ferozepore Cantonment . . . . .	29-10-81	1-10-88	2'00	
	Ferozepore to Bhatinda . . . . .	...	15-6-99	*54'36	}
	Hussainiwāla to Ferozepore Cantonment . . . . .	...	8-5-87	13'50	
				90'86	
	<b>Pathankot branch—</b>				
	Amritsar to Dinanagar . . . . .	6-12-81 {	1-1-84	51'22	}
	Dinanagar to Pathankot . . . . .		6-6-84	15'48	
				66'70	
	<b>Total Branches</b> . . . . .	...	...	...	590'75
	<b>TOTAL OPEN MILEAGE (COMMERCIAL SECTION)</b> . . . . .	...	...	...	2,035'14
	<b>FRONTIER SECTION (MILITARY)—</b>				
	<b>Main line—</b>				
	<b>Sind-Sagar—</b>				
	Lala Musa to Bahi-ud-din . . . . .	24-7-77 {	†1-1-80	28'46	}
	Bahi-ud-din to Harialah . . . . .		†1-2-80	10'52	
	Harialah to Malakwal . . . . .	...	†10-4-80	5'99	}
	Malakwal to Bhakkar . . . . .	...	15-8-87	175'04	
	Bhakkar to Chenab west bank . . . . .	...	22-1-87	119'71	}
	Chenab west bank to Chenab east bank . . . . .	...	1-2-90	2'40	
	Chenab east bank to Sher Shah . . . . .	...	1-1-80	2'30	}
	<b>Total Main line</b> . . . . .	...	...	...	344'60
	<b>Branches—</b>				
	<b>Khusālgarh branch—</b>				
	Golra Junction to Langar . . . . .	Sep. '79 {	1-4-81	60'50	}
	Langar to Khusālgarh . . . . .		16-4-81	9'66	
	Khusālgarh, new station . . . . .	...	18-7-83	70'16	
	<b>Bhera branch—</b>				
	Malakwal to Miani . . . . .	24-7-77	†10-4-80	8'99	}
	Miani to Bhera . . . . .	25-10-81	†2-2-82	9'11	
	<b>Bhaganwālah branch—</b>				
	Haripur to Bhaganwāla . . . . .	...	...	18'10	}
	<b>Khewra branch—</b>				
	Chahra Junction to Khewra salt mines . . . . .	...	...	10'84	}
	Khewra to Daudot . . . . .	...	†1-1-83 {	6'36	
			...	2'15	}
	<b>Mari branch—</b>				
	Kundian to Māri . . . . .	{ Kundian to Mianwali, 27-2-86 }	...	8'51	}
	<b>Deva Ghasi Khan branch—</b>		15-3-92	30'32	
	Mahmud Kot to Ghazi ghāt . . . . .	...	1-4-87	11'27	}
	<b>Peshawar-Jamrud branch—</b>				
	Peshiwar to Jamrud . . . . .	...	1-1-01	11'04	}
	<b>Mari-Attock branch—</b>				
	Cambellpore Cantonment (new station) to Basāl Junction . . . . .	...	1-4-99	18'45	}
	Jand Junction to Daud Khel . . . . .	...	1-4-99	53'91	
				72'36	
	<b>Total Branches</b> . . . . .	...	...	...	238'60
	<b>TOTAL OPEN MILEAGE, SIND-SAGAR</b> . . . . .	...	...	...	583'29
	<b>Carried over</b> . . . . .	...	...	...	583'20
					2,035'44

\* Includes 26·28 miles of mixed gauge between Kotkapura and Bhatinda.

† This is a military line and is not intended to be used for ordinary public traffic.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

3. Southern Punjab (Delhi-Samasata) railway—*concl.*(b) General conditions—*concl.*

(ii) *Currency of contract.*—Government may, by giving 12 months' notice, determine the contract on the 31st December 1910, or on the 31st December 1920 or 1930, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent., the total capital expenditure of the Company in sterling, nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—Government undertake to work and maintain the line and provide rolling-stock, at 52 per cent. of the gross earnings. Surplus profits in excess of 3½ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company.

(v) *Rates and fares.*—Rates and fares to be fixed by Government within the maximum and minimum rates and fares in force on the North Western State railway.

(vi) *General remarks.*—The Southern Punjab railway runs from Delhi *via* Bhatinda to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Kurrachee by 187 miles, as compared with the route *via* Umballa and Lahore.

## 4. Rajpura-Bhatinda railway—

(a) The Rajpura-Bhatinda railway is owned by the Patiala State and is worked by the North Western railway under the following contract—

*Contract of*—30th January 1893 (between the Secretary of State and the Patiala Darbar) for maintenance and working.

(b) The general conditions of the contract are as follows.—

(i) *Government aid.*—The line has been constructed at the cost of the Patiala Darbar.

(ii) *Currency of contract.*—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract, the North Western State railway will give to the Patiala Darbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Darbar will indemnify the North Western State railway of all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.

(iii) *Terms of working.*—After deduction of 55 per cent. of the gross receipts of the Rajpura-Bhatinda railway for working expenses, the balance to be paid over to the Patiala Darbar.

(iv) *Rates and fares.*—Rates and fares as in force on the North Western State railway.

## 5. Ludhiana-Dhuri-Jakhal railway—

(a) The Ludhiana-Dhuri-Jakhal railway is worked under the following contract—

*Contract of*—6th September 1899 (between the Secretary of State and the Maler Kotla and Jind Darbars) for construction and working.

(b) The general conditions of the contract are as follows—

(i) *Government aid.*—The line was constructed at the cost of the Maler Kotla and Jind Darbars.

(ii) *Currency of contract.*—The contract is terminable on the 31st December 1904, or on the 1st January or 1st July in any year thereafter, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Maler Kotla and Jind Darbars possession of the railway, works, surveys and stores, and, on this being done, the Maler Kotla and Jind Darbars will indemnify the North Western State railway of all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.

(iii) *Terms of working.*—After deduction of 55 per cent. of the gross receipts for working expenses, the balance to be paid to the Maler Kotla and Jind Darbars to be divided between them in the proportion of 1/3th and 2/3th, respectively.

(iv) *Rates and fares.*—Rates and fares as in force on the North Western State railway.

**Appendix 47.**  
**History of railways.**

APPEND

## History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening	Mileage.	Total.
				Miles.	Miles.
7 (a)	<b>NORTH WESTERN SYSTEM—contd.</b> (5' 6" gauge.)				
	Brought forward	...	...	...	2,035.44
	<b>FRONTIER SECTION (MILITARY)—contd.</b>				583.20
	<i>Sind-Pishin—</i>				
	Rukh to Sibi	Oct. '79	2-5-80	132.22	
	Sibi to Sharigh	...	20-3-87	74.80	
	Sharigh to Bostan	...	28-8-87	61.13	
	Base of Bostan triangle loop	...	...	0.31	
	Bostan to Killa Abdulla	...	25-1-88	38.14	
	Killa Abdulla to Chaman	...	1-1-92	29.40	
	<b>TOTAL, SIND-PISHIN</b>	...	...	...	336.00
	<i>Mushkat-Bolan—</i>				
	Sibi (Point No. 51) to Quetta south distant signal	...	15-4-97	86.74	
	<i>Quetta loop—</i>				
	Quetta south distant signal to Bostan (Point No. 1)	...	28-8-87	20.59	
	Nari bank to Rindli	...	...	13.81	
	Mithri chord	...	1-1-98	1.34	
	<b>TOTAL, MUSHKAT-BOLAN</b>	...	...	...	122.48
	<b>TOTAL OPEN MILEAGE, FRONTIER SECTION (MILITARY)</b>	...	...	...	1,041.68
	<b>DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—</b>				
	Kiamari to Kurrahee City	...	30-6-07	3.06	
	Kurrahee City to Kurrahee Cantonment	...	13-5-01	2.30	
	Kurrahee Cantonment to Pipri	...	20-1-07	21.75	
	Pipri to Kotri	...	3-5-08	81.89	
	Meean Meer East to Meean Meer West	...	10-12-91	2.13	
	Gulistan to Chaman	...	20-9-92	36.82	
	A-lu-Gum to Kolpur	...	...	23.54	
	<b>TOTAL DOUBLE LINE</b>	...	...	170.49	
	<b>GRAND TOTAL, NORTH WESTERN (COMMERCIAL AND MILITARY).</b>	...	...	...	3,077.12
7 (b)	<b>SOUTHERN PUNJAB (DELHI-SAMASATA)—</b> (5' 6" gauge)				
	<i>Main line—</i>				
	Delhi and Bhatinda to Samasata	...	10-11-97	400.55	
	<i>Branch—</i>				
	Nawana to Kaithal	...	1-2-99	23.38	
	<b>TOTAL, SOUTHERN PUNJAB</b>	...	...	...	423.93
7 (c)	<b>RAJPURA-BHATINDA (PATIALA STATE RAILWAY)—</b> (5' 6" gauge.)				
	Rajpura to Patiala	7-12-83	1-11-84	15.77	
	Patiala to Bhatinda	April '88	13-10-89	91.28	
	<b>TOTAL, RAJPURA-BHATINDA</b>	...	...	...	107.05
	Carried over	...	...	...	3,608.10

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 6. Jammu and Kashmir railway (Native State section)—

(a) The Jammu and Kashmir railway is worked under the following contracts —

*Contract of*—14th July 1888 (between the Government of India and the Kashmir Darbar) for construction and working.

18th November 1890.—Supplementary agreement (between the Government of India and the Kashmir Darbar) relative to the provision of capital.

28th April 1898.—Memorandum of revised terms (between the Government of India and the Kashmir Darbar) for working.

(b) The general conditions of the contracts are as follows —

(i) *Government a.d.*—The line was constructed at the cost of the Kashmir Darbar.(ii) *Currency of contract.*—Either party can revise the contract on giving six months' notice.(iii) *Terms of working.*—The North Western State railway work and maintain the line, including supply of rolling-stock, for 55·5 per cent of the gross earnings. The balance is paid to the Kashmir Darbar.(v) *Rates and fares.*—Rates and fares as are from time to time in force on the main line section of the North Western State railway.

7. General remarks—The North Western railway has running powers over the following sections of foreign lines —Ghaziabad to Delhi, 17·00 miles, of the East Indian railway, and Delhi to junction with the Southern Punjab railway, 1·33 miles, belonging to the Delhi-Umballa-Kalka railway.

## 8. Details of construction—

(a) *Permanent-way*—*North Western railway*—The permanent way is of various types. Of iron rails, there are 93·31 miles, 60 lb. flat-footed; 44·09 miles, 68 lb. double-headed; 50·03 miles, 60 lb. bull-headed; 9·90 miles, 82 lb. double-headed and 2·13 miles, 68 lb. bull-headed. Of steel rails, there are 1·90 miles, 70 lb. flat-footed; 378·30 miles, 62 lb. flat-footed; 2,008·43 miles, 75 lb. flat-footed; 8·30 miles 64 lb. double-headed; 97·23 miles, 68 lb. double-headed; 106·92 miles, 75 lb. double-headed; 184·10 miles, 68 lb. bull-headed; 44·30 miles, 84 lb. bull-headed; 23·60 miles, 100 lb. flat-footed; 45·19 miles, 77½ lb. bull-headed; and 105·00 miles 73 lb. bull-headed. The sleepers chiefly used are of wood or cast iron (oval or round) posts and steel transverse.*Southern Punjab, Rajpura-Bhatinda, Jammu and Kashmir and Ludhiana-Dhura-Jahhal railways.*—The permanent-way consists of 75 lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar, or steel. The line from Rajpura to Patiala is laid with steel rails, 68 lb. to the yard, on deodar sleepers.*Dandot Light railway.*—The permanent-way consists of old metre gauge 36 lb. and 40 lb. rails laid on deodar sleepers.*Nowshera-Durgai and Khushalgarh-Kohat-Thal railways.*—The permanent-way consists of flat-footed steel rails, 35 lb. to the yard, laid on wooden sleepers, except on the Kohat-Thal section which will be laid with 21 lb. steel rails on wooden sleepers.(b) *Ballast.*—The lines are ballasted throughout.(c) *Tunnels.*—The following are the tunnels of 500 feet length and over —Sohawa (between Taraki and Sohawa), 538·25 feet; Margalla (between Sang Jani and Serai Kala), 950 feet; Attok No. 4, 677·50 feet; Attok No. 5 (between Attok and Khairabad), 722 feet; Mushkaf No. 2, 650 feet; Mushkaf No. 4 (between Mushkaf and Occpur), 529 feet; Occpur No. 7 (between Occpur and Panir), 739 feet; Panir No. 9 (between Panir and Peshi), 3,218 feet; Rift No. 11 A, 571 feet; Seetal No. 12 (between Panir and Peshi), 1,035 feet; Cascade No. 14 (between Ilrook and Dozan), 542 feet; Mary Jane No. 16 (between Dozan and Kolpur), 681 feet; Khojak No. 18, 12,870 feet; tunnel No. 20, 756 feet; tunnel No. 23 (between Shrlabagh and Sanzal), 800 feet; Gundakinduff No. 3, 569·50 feet; Kuchali Lower No. 4 (between Baberkach and Kuchali), 506 feet; Karez No. 1, 806 feet; Karez No. 3, 2,034 feet; Rift bridge No. 10, 540 feet; Lower Chapper No. 11, 592 feet; Iron gate No. 13 (between Dirgi and Mangi), 1,227 feet; Mudgorge No. 15 (between Mangi and Mudgorge), 1,087 feet; Māri No. 1, 1,180 feet; No. 2, 854 feet; No. 3, 1,775 feet; No. 4, 1,130 feet; No. 5, 1,614 feet; No. 6, 1,897 feet; No 9, and Siala between Chhab and Uchhri), 1,300 feet and 545 feet respectively.

## History of railways constructed and in progress

Class. No	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
7 (a)	<b>NORTH WESTERN SYSTEM—concl'd.</b>				
	Brought forward	...	...	...	3,628.10
7 (d)	<b>JAMMU AND KASHMIR (KASHMIR STATE)— (5' 6" gauge.)</b>				
	Frontier of the Kashmir State to the left bank of the Tawi river near Jammu . . . . .	25-2-88	15-3-90	15.92	
	<b>TOTAL, JAMMU AND KASHMIR</b>	...	...	...	15.92
7 (f)	<b>NOWSHERA-DURGAI— (2' 6" gauge.)</b>				
	Nowshera to Durgai . . . . .	15-5-99	1-1-01	40.25	
	<b>TOTAL, NOWSHERA-DURGAI</b>	..	...	...	40.25
7 (e)	<b>LUDHIANA-DHURI-JAKHAL— (5' 6" gauge.)</b>				
	Ludhiana <i>via</i> Dhuri to Jakhal . . . . .	6-10-99	10-1-01	78.66	
	<b>TOTAL, LUDHIANA-DHURI-JAKHAL</b>	...	..	...	78.66
7 (g)	<b>DANDOT LIGHT— (2' 6" gauge.)</b>				
	Dandot station to the mouth of the main mine . . . . .	...	5-7-89	1.89	
	Head of middle incline to shaft No. 10 of outcrop mine . . . . .	...	1-7-93	1.29	
	Head of upper incline to Pidh coal platform . . . . .	...	6-6-95	3.00	
	<b>TOTAL, DANDOT</b>	..	...	...	6.18
	<b>GRAND TOTAL OPEN MILEAGE, NORTH WESTERN SYSTEM</b>		...	...	3,749.11
	<i>Lines under construction or sanctioned for construction—</i>				
7 (h)	<b>KHUSALGARH-KOHAT-THAL— (2' 6" gauge.)</b>				
	Khusalgarh <i>via</i> Kohat to Thal . . . . .	31-10-00	Uncertain	92.20	
	<b>TOTAL, KHUSALGARH-KOHAT-THAL</b>	..	...	...	92.20
	<b>JERIB-D. GAN— (2' 6" gauge.)</b>				
	Malakwal to the Karana Hills . . . . .	..	...	51.40	
	<b>Total, Lines under construction</b>	...	...	...	143.60
	<b>GRAND TOTAL, NORTH WESTERN SYSTEM</b>	..	...	...	3,892.71
7 (j)	<b>NOWSHERA-DURGAI— (See North Western System.)</b>				

on the 31st December 1901, alphabetically arranged.

# REMARKS.

## 8. Details of construction—*concd.*

(d) *Bridges.*—The following are the important bridges of 1,000' length and over—Chinese creek (between Kiamari and Kurrachee City), 32 spans of 40'; Baran viaduct (between Meting and Bhulari), 32 spans of 45 feet; Bridge No. 135 (between Chidarai and Ab-i-Gum), 20 spans of 60 feet; Empress (between Adamwahan and Adamwahan bridge) 16 spans of 250 feet; Chenab (between Sher Shah and Chenab west bank), 17 spans of 200 feet; Kaiser-i-Hind (between Ganda Singhwala and Hussainiwala), 27 spans of 150 feet; Beas (between Beas and Beas east bank), 32 spans of 100' and 2 spans of 120 feet; Ravi (between Shahdara and Badami Bag), 15 spans of 90 feet; Sutlej (between Phillour and Ladhawal), 41 spans of 99 feet, 4 spans of 71 feet, 1 span of 99'67 feet and 1 span of 96'8 feet; Markunda (between Kersian and Barara), 9 spans of 100 feet and 2 spans of 100 feet; Jumna (between Jagadhri and Sarsawa), 23 spans of 99 feet and 2 spans of 100 feet; Alexandra (between Wazirabad and Kathila), 28 spans of 133'50 feet; Victoria (between Malakwal and Haranpur), 17 spans of 150 feet; Jhelum (between Karyala and Jhelum) 50 spans of 90 feet and 1 span of 18'50 feet; Attock (between Khairabad and Attock), 2 spans of 296'25 feet, 3 spans of 246'25 feet and 2 spans of 40 feet; Lansdowne (between Sukkur and Rohri), 1 span of 790 feet, 1 span of 270 feet, 1 span of 230 feet and 1 span of 90 feet.

*Khusalgarh-Kohat-Thal railway.*—The Indus at Khusalgarh will, for the present, be crossed by a cable way, the clear cable span from saddle to saddle being 1,100 feet.

## (e) *Fencing—*

*North Western railway.*—The main line, Ferozepore and Pathankot branches and the Ludhiana-Dhuri-Jakkhal railway are, for the most part, fenced on both sides. The section from Lala Musa to Peshawar is, however, only partially fenced. The Wazirabad and Khusalgarh branches are unfenced, except at stations. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank. The Kundian-Mianwali branch is unfenced throughout. The Sind-Pishin main line is fenced from Ruk Junction to Jhatpat, the remainder of the line is unfenced. The Sibi-Nari bank and Quetta-Dostan sections are unfenced.

*The Rajpura-Bhatinda railway.*—The line is fenced from Rajpura to Patiala only. The rest of the system is unfenced.

*The Ludhiana-Dhuri-Jakkhal railway.*—The line is fenced throughout.

## (f) *Curves—*

*5'6" gauge.*—Of curves under a radius of 1,000 feet, there are 25'73 miles distributed over the line varying from 455 feet to 997 feet in radius.

*Dandot-Light railway.*—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

*Nowsheera-Durgai railway.*—The sharpest curve is 477 feet radius.

(g) *Gradients.*—Of a total open mileage of 3,749 11 miles on the system, 71'19 miles are on a gradient of 1 in 50 or steeper. On the Dandot Light railway, the ruling gradient is 1 in 250 over a length of 0'24 mile.

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
6 (a)	<b>ODDH AND ROHILKHAND SYSTEM—</b> (5' 6" gauge)			Miles.	Miles.
	<i>Main line—</i>				
	Moghal Serai to mile 3'25 . . . . .	...	22-12-62	3'25	
	From mile 3'25 south of the Dufferin bridge to the Benares Ganges station . . . . .	...	1-10-87	4'25	
	From the Benares Ganges station to Benares Canton- ment . . . . .	...	18-6-83	1'50	
	Benares Cantonment to Rae Bareilly . . . . .	Oct. 1895	4-1-98	138'30	
	Lucknow to Rae Bareilly . . . . .	5-8-91	18-10-93	48'56	
	Lucknow to Sandila . . . . .	...	1-2-72	30'00	
	Sandila to Haridwar . . . . .	...	15-7-72	33'00	
	Haridwar to Shahjahanpur . . . . .	...	1-3-73	39'00	
	Shahjahanpur to Faridpur . . . . .	...	8-9-73	32'00	
	Faridpur to Bareilly . . . . .	...	1-11-73	13'00	
	Bareilly to Moradabad (chord line <i>via</i> Rampur) . . . . .	4-12-91	8-6-94	56'07	
	Moradabad to Nagina . . . . .	29-3-81	8-10-84	47'25	
	Nagina to Najibabad . . . . .		1-4-85	13'70	
	Najibabad to Saharanpur . . . . .		1-1-86	58'25	
				518'19	
	<i>Loop line—</i>				
	Bareilly to Utkala . . . . .	...	22-12-73	5'00	
	Utkala to Aonla . . . . .	...	1-11-73	11'00	
	Aonla to Chandausi . . . . .	...	10-6-73	27'00	
	Chandausi to Moradabad . . . . .	...	28-10-72	27'50	
	Benares Cantonment to Shahganj . . . . .	...	5-1-74	56'03	
	Shahganj to Bilwai . . . . .	...	1-5-74	7'00	
	Bilwai to Mithapur . . . . .	...	17-4-74	9'00	
	Mithapur to Akbarpur . . . . .	...	2-3-74	12'00	
	Akbarpur to Fyzabad . . . . .	...	10-6-73	36'00	
	Fyzabad to Bara Banki . . . . .	...	25-11-73	62'00	
	Bara Banki to Lucknow . . . . .	...	1-1-72	17'00	
				264'53	
	Total Main and Loop lines . . . . .	...	...	...	787'72
	<i>Branches—</i>				
	Moradabad to Gajroula . . . . .	8-4-97	1-4-00	33'40	
	Gajroula to Ghaziabad . . . . .		25-11-00	53'37	
				87'77	
	<i>Ajodhya ghat branch—</i>				
	Ranujuli to Ajodhya ghat . . . . .	16-12-84	15-11-86	3'22	
	<i>Bahramghat branch—</i>				
	Bara Banki to Bahramghat . . . . .	...	20-11-72	21'52	
	<i>Cawnpore branch—</i>				
	Lucknow to Cawnpore . . . . .	Janv. 1864	23-4-67	42'00	
	Left bank Ganges to junction with the East Indian rail- way at Cawnpore . . . . .	...	15-7-75	3'22	
	Passenger approach to the East Indian railway at Cawnpore . . . . .	...	21-2-88	0'23	
				45'45	
	<i>Aligarh branch—</i>				
	Aligarh to Rajghat . . . . .	...	1-2-72	30'12	
	Rajghat to Chandausi . . . . .	...	28-10-72	30'48	
				60'60	
	<i>Haridwar branch—</i>				
	Haridwar Junction to the left bank of the Ganges Canal Jawalapur . . . . .	15-5-83	1-1-86	13'53	
	Left bank of the Ganges Canal near Jawalapur to Haridwar . . . . .		20-8-86	3'53	
				17'06	
	<i>Koldwara branch—</i>				
	Najibabad Junction to the right bank of the Koh river opposite Koldwara . . . . .	Oct. 1895	24-12-96	15'19	
	Total Branches . . . . .	...	...	...	249'81
	TOTAL, OPEN MILEAGE ODDH AND ROHILKHAND PROPER . . . . .	...	...	...	1,037'53
	Carried over . . . . .	...	...	...	1,037'53

on the 31st December 1901, alphabetically arranged.

## REMARKS.

1. Lines comprising system.—The Oudh and Rohilkhand railway system is made up of :—

	Open line. Miles.	Under construction. Miles.	Total Miles.
(a) Oudh and Rohilkhand State railway (5' 6" gauge) . . . . .	1,037.53	...	1,037.53
(b) Hardwar-Dehra railway (5' 6" gauge) . . . . .	32.04	...	32.04
(c) Cawnpore Buthwal (3' 3½" gauge) link . . . . .	79.60	...	79.60
(d) Allahabad-Lysabad railway (5' 6" gauge) . . . . .	...	94.67	94.67
Total . . . . .	1,149.17	94.67	1,243.84

## 2. Oudh and Rohilkhand State railway—

(a) The Oudh and Rohilkhand railway is owned and worked by the State.

(i) *General remarks.*—The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew & Co. connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3.25 miles long and is worked by manual power. It is used for goods traffic only.

The construction of the Cawnpore-Buthwal (3' 3½" gauge) link was sanctioned as a part of the project for linking up the metric gauge systems of Northern India. The mileage shown excludes 3.66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line. Starting from the north of Buthwal station, on the Oudh and Rohilkhand State railway, it runs up to Bana Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate 3' 3½" track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand railway track. From Malhaur it deviates to the east, over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj, the Lucknow-Bareilly railway is utilized to Aishbagh, where it crosses that railway and runs for 2.08 miles over new country; it joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2.80 from Lucknow, then runs parallel to the latter line up to the Cawnpore bridge station, from which point a third rail has been laid across the Ganges bridge. After clearing the bridge, the separate track, parallel to the Oudh and Rohilkhand railway, is resumed and followed up to and through the Cawnpore (Oudh and Rohilkhand State railway) station yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83.20.

## 3. Hardwar-Dehra railway.—

(a) The Hardwar-Dehra railway is worked under the following contract :—

*Contract of.*—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

(b) The general conditions of the contract are as follows :—

(i) *Terms of contract.*—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital, and except for *bona fide* temporary purposes, at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share of stock capital.

(ii) *Government aid.*—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land is also provided free of charge.

(iii) *Currency of contract.*—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., or is not less than, the total capital expenditure.

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—After deduction of 50 per cent. of the gross earnings for working expenses, and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.



**Appendix 47.**  
History of railways.

APPEN

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
6 (a)	<b>ODUH AND ROHILKHAND SYSTEM—concl'd.</b>			Miles.	Miles.
	Brought forward . . . . .	...	...	...	1,037'53
6 (b)	<b>HARDWAR-DEHRA—</b> (5' 6" gauge.)				
	Hardwar to Dehra . . . . .	18-11-96	1-3-00	32'04	
	<b>TOTAL, HARDWAR-DEHRA</b> . . . . .	...	...	...	32'04
6 (c)	<b>CAWNPORE-BURHWAL—</b> (3' 3½" gauge.)				
	Burhwal to Daliganj. . . . .	} Oct. 1894 {	24-11-96	*34'57	
	Aishbagh to Cawnpore . . . . .		25-4-97	†45'03	
	<b>TOTAL, CAWNPORE-BURHWAL</b> . . . . .	...	...	...	79'60
	<i>Line under construction or sanctioned for construction—</i>				
6 (d)	<b>ALLAHABAD-FYZABAD—</b> (5' 6" gauge.)				
	Allahabad to Fyzabad . . . . .	...	...	94'67	
	<b>TOTAL, ALLAHABAD-FYZABAD</b> . . . . .	...	...	...	94'67
	<b>GRAND TOTAL, OUDH AND ROHILKHAND SYSTEM</b> . . . . .	...	...	...	1,243'84

\* Including the length Burhwal to Bam Banki, 16'70 miles, laid on a mixed gauge.  
† Including the length over the Cawnpore bridge, 0'59 mile, laid on a mixed gauge.

DIX 47—continued.

as the 31st December 1901, alphabetically arranged.

## REMARKS.

## 3. Hardwar-Dehra railway—concluded.

## (b) General conditions—concluded.

(vi) *Rates and fares*.—Rates and fares to be arranged between Government and the working agency within one-and-a-half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand railway.

## 4. General remarks.—One mile of the Oudh and Rohilkhand railway at Cawnpore is worked over by the Indian Midland railway.

The Cawnpore-Burhwal, 3' 3½" gauge, link works over 3'66 miles of the Lucknow-Bareilly railway between Dahganj and Aishbagh.

## 5. Details of construction.—

(a) *Permanent-way*.—The permanent-way at first adopted for the 5' 6" gauge portion of the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back sleepers. Up to 1880, the original iron rails had been replaced by 60 lb. steel rails, and since 1880, all renewals have been made with 75 lb. steel rails of the Indian State railway pattern, laid on metal or wooden sleepers, the former being steel bowls, or cast iron bowls locally made, the latter sal and deodar. All new lines are laid with 75 lb. steel rails and metal or wooden sleepers.

*Cawnpore-Burhwal*.—Where the line is not mixed gauge, it is laid with new 50 lb. steel rails.

(b) *Ballast*.—The line is ballasted throughout, either with sand or earth with a covering of broken brick or kunkur, or kunkur stone or shingle.

(c) *Bridges*.—The following are the important bridges of 1,000 feet and over—Dufferin (between Moghal Serai and Kashi), 7 spans of 331 feet and 9 spans of 103 feet, Sai (between Jalilganj and Zafraabad), 2 spans of 58½ feet and 16 spans of 57½ feet; Goomter (between Zafraabad and Jaunpur City), 16 spans of 82 feet, Ganges (between Ganges bridge and Cawnpore), 23 spans of 100 feet, 2 spans of 90 feet and 2 spans of 40 feet, Gurrah (between Shalighatpur and Banthra), 15 spans of 66 feet, Ramgunga (between Bareilly and Bakhawatganj), 31 spans of 56 feet, 1 span of 72 feet, 1 span of 58 feet and 1 span of 55 feet; Ganges (between Bahala and Parghat), 33 spans of 80 feet, Kosi (between Rampur and Kashi), 10 spans of 98½ feet, Ramgunga (between Raghra and Moradabad), 10 spans of 200 feet, Ramgunga (between Rasi and Bhaksar), 14 spans of 92½ feet, Ganges (between Balawali and Rasi), 11 spans of 249 feet; Solani (between Landhaura and Bhaksar), 11 spans of 149½ feet.

(d) *Fencing*.—The line is fenced throughout, except on the Hardwar-Dehra branch which is only partially fenced.

(e) *Curves*.—There are no curves of a shorter radius than 1,000 feet, except on the Cawnpore-Burhwal railway where the sharpest curve has a radius of 573 feet.

(f) *Gradients*.—Of a total open mileage on the system of 1,149·17 miles, 9·30 miles are on a gradient of 1 in 80 or steeper.

**Appendix 47.**  
**History of railways.**

APPEN

*History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (f)	<b>PALANPUR-DEESA—</b> (See Bombay, Baroda and Central India system.)				
4 (c)	<b>PARLAKIMEDI LIGHT—</b> (See Bengal-Nágpur system.)				
9 (d) & (e)	<b>PETLAD-CAMBAY—</b> (See Bombay, Baroda and Central India system.)				
23 (d)	<b>PONDICHERRY—</b> (See South Indian system)				
17 (c)	<b>POWAYAN LIGHT—</b> (See Rohilkund and Kumaon system)				
4 (b)	<b>RAIPUR-DHAMTARI—</b> (See Bengal-Nágpur system.)				
9 (f)	<b>RAJPIPLA—</b> (See Bombay, Baroda and Central India system.)				
7 (c)	<b>RAJPURA-BHATINDA—</b> (See North Western system)				
9 (g)	<b>RAJPUTANA-MALWA—</b> (See Bombay, Baroda and Central India system.)				



## History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
28 (a)	<b>RÁNAGHAT-KRISHNAGAR LIGHT—</b> (1' 6" gauge.)				
	Right bank of the Churni river (Aistala Ghát) near Ránaghat to Krishnagar . . . . .	Decr. 1895.	5-4-99	20'25	
	<b>TOTAL, RANAGHAT-KRISHNAGAR LIGHT</b> .	...	...	...	20'25
(f)	<b>REWAH—</b> (See East Indian system.)				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Ranaghat-Krishnagar Light railway—

- (a) The Ranaghat-Krishnagar Light railway is maintained and worked on the terms in Bengal Government, Public Works Department Notification No. 334, dated the 16th December 1895 under the following agreement:—

*Agreement of*—6th September 1895 (between the Ranaghat-Krishnagar Light Railway Company and the District Board of Nadia).

- (b) The general conditions are as follows:—

(i) *Aid by the District Board.*—The District Board make up the net earnings of the Company to Rs. 1,473 per mile per annum constructed and declared open, limited to a maximum claim of Rs. 28,000 per annum.

(ii) *Currency of agreement.*—The District Board may determine agreement by purchase under section 41, Act III of 1883 (Bengal Code), the amount payable being calculated at 20 years' purchase of the average net annual profits to the Company during the four years preceding, together with a bonus of 20 per cent. on the amount so arrived at.

(iii) *Terms of working.*—When the net earnings of the Company, after deducting any commission payable to Agents, exceed 4 per cent. upon the capital, such surplus profits exceeding 4 per cent. and not exceeding 8 per cent. are divided equally between the Company and the District Board; and when the net earnings exceed 8 per cent. upon the capital, the Company receive one-fourth share of the surplus, the remaining three-fourths of such surplus being equally divided between the District Board and Government.

(iv) *Rates and fares.*—The same rates and fares as are in force on the Howrah-Amta railway.

(v) *General remarks.*—The line has been constructed on the old Government embankment made for the abandoned Ranaghat-Bhagwangola railway. On the 23rd February 1899, the Indian Railways Act, IX of 1890, except section 135 was applied to the line. A siding, 1.50 miles long, has been constructed by the Eastern Bengal State railway on the 5' 6" gauge, and runs from the Ranaghat station to the left bank of the Churni and connects with the railway by a ferry worked by the Ranaghat-Krishnagar Light railway.

## 2. Details of construction.—

(a) *Permanent-way.*—The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet.

(b) *Ballast.*—The line is ballasted throughout with brick.

(c) *Fencing.*—The line is unfenced.

(d) *Curves.*—The sharpest curve is of 600 feet radius.

(e) *Gradients.*—Of a total length of 20.25 miles, 0.80 mile is on a gradient of 1 in 300, or steeper.

**Appendix 47.**  
**History of railways.**

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
17 (a)	<b>ROHILKUND AND KUMAON SYSTEM—</b> (3' 3½" gauge.)				
	<b>COMPANY'S SECTION—</b>				
	Bhoojeeपुरा to Kathgodam . . . . .	1882	12-10-84	53'92	
	<b>TOTAL COMPANY'S SECTION</b> . . . . .	...	...	...	53'92
17 (b)	<b>LUCKNOW-BAREILLY STATE RAILWAY SECTION—</b> (3' 3½" gauge.)				
	<b>Main line—</b>				
	Lucknow to Sitapur . . . . .	8-10-84	15-11-86	55'00	198'55
	Sitapur to Lakhimpur . . . . .		15-4-87	28'50	
	Lakhimpur to Gola Gokaran Nāth . . . . .		15-12-87	31'50	
	Gola Gokaran Nāth to Pilibhit . . . . .	27-12-80	1-4-91	57'55	
	Pilibhit to Bhoojeeपुरा . . . . .	Bareilly to miles 4 62 on 17-3-82. Mile 4 62 to Pilibhit, 24- 2-83.	15-11-84	24'00	
	Bhoojeeपुरा to Bareilly . . . . .		12-10-84	12'00	
	<b>Total Main line</b> . . . . .	...	...	...	198'55
	<b>Branches—</b>				
	Bareilly grain siding . . . . .	24-3-92	1-4-94	1'75	
	<b>Dudhwa branch—</b>				
	Mailani to Sarda . . . . .	Mailani to Dudhwa, 3-12-90, Dudhwa to Sonaripur 2-11-93	1-1-93	15'00	32'62
	Sarda to Sohela . . . . .		10-3-93	8'50	
	Sohela to Sonaripur . . . . .		18-3-94	7'37	
	<b>Total Branches</b> . . . . .	...	...	...	32'62
	<b>TOTAL OPEN MILEAGE, LUCKNOW-BAREILLY</b> . . . . .	...	...	...	231'17
	<b>Line under construction or sanctioned for construction—</b>				
	<b>Dudhwa branch—</b>				
	Dudhwa to Mohan river . . . . .	12-4-01	...	5'06	
	<b>Total Line under construction</b> . . . . .	...	...	...	5'06
	<b>TOTAL, LUCKNOW-BAREILLY SECTION</b> . . . . .	...	...	...	237'13
17 (c)	<b>POWAYAN LIGHT—</b> (2' 6" gauge.)				
	Shahjahanpur to Powayan . . . . .	Jany. 1889 Feb'y. 1894.	17-6-90	17'00	39'50
	Powayan to Khotar . . . . .		19-5-91	14'00	
	Khotar to Mailani . . . . .		22-12-94	8'50	
	<b>TOTAL, POWAYAN LIGHT</b> . . . . .	...	...	...	39'50
	<b>GRAND TOTAL, ROHILKUND AND KUMAON SYSTEM</b> . . . . .	...	...	...	330'55

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction.	Total.
	Miles.	Miles.	Miles.
(a) Rohilkund and Kumaon railway (3' 3½" gauge) . . . . .	53'02	...	53'92
(b) Lucknow-Bareilly State railway (3' 3½" gauge) . . . . .	231'17	5'06	237'13
(c) Pownoy light railway (2' 6" gauge) . . . . .	39'50	...	39'50
Total . . . . .	324'59	5'06	330'55

## 2. Rohilkund and Kumaon and Lucknow-Bareilly State railways.—

(a) The Rohilkund and Kumaon, and Lucknow-Bareilly State railways are worked under the following contracts—

*Contract of—12th October 1882.*—Rohilkund and Kumaon Railways Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly State railway and the Rohilkund and Kumaon Company's line as one system. (Principal contract).

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

(b) The general conditions of the contracts are as follows —

(i) *Government aid.—Company's section.*—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract, thereafter a subsidy of Rs. 20,000 half-yearly for ten years from date of opening, which ceased after 31st December 1894. Land was provided free, subject to the condition that the Company pay on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.*Lucknow-Bareilly section.*—The Company to raise £160,000 capital by debentures which Government guarantees as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was also provided free of charge.*Note.*—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under agreement dated the 5th February 1901.(ii) *Terms of contract.*—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.(iii) *Duration of contract.*—*Rohilkund and Kumaon railway.*—Government may terminate the contract at the end of the 30th year (*i.e.*, on the 31st December 1912) or the 50th year (*i.e.*, on the 31st December 1932) by giving 12 months' notice. If the contract terminate by such notice or by efflux of time, Government is to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. The Government may also determine the contract at any time on six months' notice, if the Company fail to observe their obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove their property within nine months from termination of contract, otherwise it becomes the property of the Government.*Lucknow-Bareilly State railway.*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year by giving twelve months' notice. In the event, however, of the original contract dated the 12th October 1882 terminating by efflux of time or under notice of purchase or notice of determination, this contract *ipso facto* also terminates at the same time. Government may also terminate the contract if the Company fail to observe their obligations after six months' notice. On determination of the contract, Government resume possession of the State railway on payment to the Company of the amount of the capital received or take over their liabilities with respect to such capital.(iv) *Power of Company to surrender contract.*—Nil.(v) *Terms of working.—Company's section.*—During the period that the Government are liable to pay interest, the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently, half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year) has been appropriated to the Company, is to be applied in repayment to Government of arrears of Guaranteed interest and of interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897, Government are to receive half the surplus profits in excess of 6 per cent.*Note.*—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as their share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.



**Appendix 47.**  
History of railways.

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## History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
17 (a)	<b>RÔHILKUND AND KUMAON SYSTEM—concd.</b>				
16 (c)	<b>SAGAU-LI-RAXAUL—</b> (See Bengal and North-Western system.)				
11 (a)	<b>SHORANUR-COCHIN—</b> (See Madras system.)				
1 (c)	<b>SOUTH BEHAR—</b> (See East Indian system.)				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

2. Rohilkund and Kumaon and Lucknow-Bareilly State railways—*concluded.*(b) General conditions—*concluded.*(v) *Terms of working*—*concluded.*

*Lucknow-Bareilly section*—The working expenses of the system are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied—in meeting payment of interest on the debentures, and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government, in payment to Government of interest at 4 per cent. on their capital in the undertaking, the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profit, to meet the charges under (i) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

(vi) *Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

## 3. Powayan Light railway—The working and maintenance of this railway was taken over by the Rohilkund and Kumaon Railway Company from the 1st December 1900. The agreement is under consideration.

## 4. General remarks—The Rohilkund and Kumaon railway works over 12.00 miles of the Lucknow Bareilly State railway from Bareilly to Bareilly.

The following length of the Lucknow-Bareilly State railway is worked over by the Cawnpore-Buthwal, 3' 3½" gauge, from Darganj to Ashbaph, 3.00 miles.

## 5. Details of construction—

(a) *Permanent-way*—The line is laid principally with 41½ lb. steel rails, (with the exception of the old Cough and Rohilkhand railway both steel rails between Darganj and Lucknow Junction, and sal, ash and deodar sleepers. On the Powayan Light railway, the rails are flat-bottomed steel, weighing 25 lb. to the yard, laid on sal sleepers.

(b) *Ballast*—The ballast consists of brick, shingle and kunker. The Powayan Light railway is earth ballasted.

(c) *Fencing*—The system is unfenced except at stations.

(d) *Curves*—The only curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0.63 mile.

(e) *Gradients*—Of a total mileage of 324.59 miles on the system, 13.70 miles are on a gradient of 1 in 100 or steeper.

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
23 (a)	<b>SOUTH INDIAN SYSTEM—</b> (3' 31" gauge).				
	<b>MADRAS-TUTICORIN SECTION—</b>				
	<i>Main line—</i>				
	Madras (Beach Joint to Beach old) . . . . .	1900	15-1-00	0'33.	
	Madras Beach old to Park zero . . . . .		1-1-79	1'00	
	Madras (Park zero) to Tindivanam . . . . .	25-2-73	1-9-70	76'05	
	Tindivanam to Cuddalore old town . . . . .		1-1-77	52'01	
	Cuddalore old town to Porto Novo . . . . .		1-7-77	17'15	
	Porto Novo to Chidambaram . . . . .	12-6-74	1-10-78	6'73	
	Chidambaram to Coleroon . . . . .		1-7-79	4'57	
	Coleroon to Shiyali . . . . .		1-1-78	6'06	
	Shiyali to Mayavaram . . . . .	May '59	1-7-77	12'24	
	Mayavaram to Tanjore . . . . .		15-2-77	43'76	
	Tanjore to Trichinopoly Junction . . . . .		11-3-02	31'14	
	Trichinopoly Junction to Madura . . . . .	2-3-72	1-9-75	96'04	
	Madura to Tuticorin . . . . .		1-1-76	98'71	
	Tuticorin to Foreshore . . . . .	1899	7-8-99	0'41	
	Total Main line . . . . .	...	...	...	446'80
	<i>Branches—</i>				
	<i>Arkonam branch—</i>				
	Chingleput to Wárajábad . . . . .	Nov. '79	1-8-80	13'66	
	Wárajábad to Conjeeveram . . . . .		1-1-81	7'94	
	Conjeeveram to Arkonam . . . . .		11-3-64	17'65	
	<i>Pondicherry branch—</i>				
	Villupuram to Gingre river, inclusive of bridge over the river . . . . .	May '79	15-12-79	39'25	
	<i>Nagore branch—</i>				
	Tanjore to Tiruvallúr . . . . .	May '59	2-12-61	33'83	
	Tiruvallúr to Negapatam . . . . .		15-7-61	14'33	
	Negapatam to Nagore . . . . .		11-11-98	4'67	
	<i>Pulliarpati Quarry branch—</i>				
	Tanjore to buffer end, Pulliarpati quarry . . . . .	1898	1-7-98	52'83	
	<i>Erode branch—</i>				
	Trichinopoly Junction to Fort . . . . .	May '59	1-7-98	4'57	
	Trichinopoly Fort to Karúr . . . . .		11-3-62	2'52	
	Karúr to Kodumudi . . . . .		3-12-66	44'65	
	Kodumudi to Erode . . . . .		1-7-67	16'70	
	<i>Tinnevely branch—</i>				
	Maniyáchi to Tinnevely . . . . .	2-3-72	1-1-76	23'54	
	<i>Wharf branch—</i>				
	Cuddalore old town to Wharf . . . . .	1899	7-8-99	87'41	
	<i>Copper quarry branch—</i>				
	Junction with main line to Copper Quarry . . . . .	1900	15-4-00	18'23	
	<i>Salt branch—</i>				
	Tuticorin to buffer end of Sevandarolam salt siding . . . . .	1899	12-11-99	1'54	
	Junction of Sevandarolam salt siding to buffer end of Livingapuram . . . . .		12-11-99	0'25	
	Total Branches . . . . .	...	...	2'39	223'55
	TOTAL, MADRAS-TUTICORIN SECTION . . . . .	...	...	...	670'35
	Carried over . . . . .	...	...	...	670'35

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Lines comprising system.—The South Indian railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) South Indian railway (3' 3½" gauge) . . . . .	1,033.63	150.66	1,184.29
(b) Tanjore District Board (Mayavaram-Mutputi) railway (3' 3½" gauge) . . . . .	54.08	44.86	98.94
(c) The Karaikkal-Peralam railway (3' 3½" gauge) . . . . .	14.65	...	14.65
(d) Pondicherry railway (3' 3½" gauge) . . . . .	7.85	...	7.85
(e) Tinnevely-Quilon (Travancore) branch (Native State section) (3' 3½" gauge) . . . . .	...	57.94	57.94
Total . . . . .	1,110.21	253.46	1,363.67

## 2. South Indian railway —

## (a) The South Indian railway is worked under the following contract—

*Contract of*—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working

## (b) The general conditions of the contract are as follows.—

(i) *Terms of contract.*—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting

between the Secretary of State and the Company were determined. The purchase price was £4,197,557.\* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock, which is irredeemable. The present Company

(practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further monies required to be either provided by the Secretary of State, or raised by the Company under guarantee. Subject to the provision of the contract, all moneys paid by the Company become the absolute property of the Secretary of State.

(ii) *Currency of contract.*—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it, by giving six months' notice, should the Company fail to observe their obligations, or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company their capital of £1,000,000 and any further capital raised by them and paid to Government.(iii) *Power of Company to surrender contract.*—Nil.(iv) *Terms of working.*—The net receipts to be applied in payment to Government of—the equivalent in rupees of interest at 4½ per cent on £425,000 irredeemable debenture stock of the old Company (at "the prescribed rate" of exchange); 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts, after deducting the sums of Rs. 1,40,00,000 and Rs. 50,50,000 (the contract equivalents of the Company's capital and of the irredeemable debenture stock respectively); and in payment of the residue to Government and the Company in the ratio of the respective capital amounts contributed by each.(v) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company are permitted to vary their rates.(vi) *General remarks.*—The line from Negapatam to Erode was commenced in May 1859 by the late Great South Indian Railway Company and was completed on the 5' 6" gauge. It was converted to 3' 3½" gauge in sections as follows.—Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karur, July 1879; Karur to Erode, December 1879. The line from Arkonam to Little Conjeevaram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system and was completed on the 3' 6" gauge. It was converted to 3' 3½" gauge in July 1878.

On the 1st January 1891, the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal State railway, to a new Company called the "South Indian Railway Company Limited," the whole now forming the South Indian railway system.

**Appendix 47.**  
History of railways.

## APPEN

## History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total
				Miles.	Miles.
23 (a)	<b>SOUTH INDIAN SYSTEM—continued.</b> (3' 3½" gauge.)				
	Brought forward . . .	...	...	...	670.35
	<b>VILLUPURAM-DHARMAVARAM SECTION—</b>				
	<i>Main line—</i>				
	Villupuram to Tiruvannámalai . . . . .	Nov. '88	17-11-90	41.80	
	Tiruvannámalai to Pákala . . . . .		18-3-91	66.55	
	Pákala to Váyalpád . . . . .		1-1-92	40.61	
	Váyalpád to Dharmavaram . . . . .		1-3-92	94.14	
	Total Main line . . . . .	...	...	279.18	
	<i>Branch—</i>				
	<i>Gudur branch—</i>				
	Pákala to Tirupati West. . . . .	Nov. '88	18-3-91	25.05	
	Tirupati to Gudur . . . . .	15-11-83	15-9-87	59.05	
	Total Branch . . . . .	.	...	84.10	
	TOTAL VILLUPURAM-DHARMAVARAM SECTION	...	...	...	363.28
	TOTAL OPEN MILEAGE, SOUTH INDIAN PROPER	...	...	...	1,033.63
	<i>Lines under construction or sanctioned for construction—</i>				
	Madura to Mandapam . . . . .	21-4-91	...	91.26	
	Tiruppachetti to Sivagunga . . . . .	21-4-99	..	0.00	
	<i>Tinnevely-Quilon (Travancore branch)—(British section)</i>				
	Tinnevely to Surocottah . . . . .	21-4-99	...	50.33	
	Total Lines under construction	...	..	...	150.66
	GRAND TOTAL, SOUTH INDIAN PROPER	...	...	...	1,184.29
	Carried over . . . . .	..	...	...	1,184.29

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 3. The Tanjore District Board (Mayavaram-Mutupet) railway—

(1) The Tanjore District Board (Mayavaram-Mutupet) railway is worked under the following contract:—

*Contract of*—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid*.—Land was provided free of cost.(ii) *Terms of contract*.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial Revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900, the Tanjore District Board took over the Government section and became sole owners, the purchase money, Rs. 20,00,000, being treated as a loan at 4 per cent per annum. The extension of the line is being carried out by the South Indian Railway Company at the cost of the Tanjore District Board.(iii) *Currency of contract*.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on twelve months' notice, by assuming liability for any debentures which the District Board may have issued, and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances, this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R.C., dated 5th March 1904).(iv) *Terms of working*.—The line is worked for the same percentage of gross receipts as obtains on the undertaking plus 5 per cent. on the gross receipts of the line for use of rolling-stock, and in addition all other charges properly debitable to revenue.(v) *Rates and fares*.—To be agreed upon from time to time between Government and Company within the maxima and minima in force on the undertaking.(vi) *General remarks*.—The money for this railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pias in the rupee on all lands which would be served by the railway or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways for which Government are unable to find the money, either by the District Board itself raising the capital when the cess is sufficient for this purpose, or by guaranteeing a company.

4. Karaikkal-Peralam railway.—The agreement for working the line has not as yet been finally approved.

## 5. Pondicherry railway—

(a) The Pondicherry railway is worked under the following contract:—

*Contract of*—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

(b) The general conditions of the contract are as follows:—

(i) *Currency of contract*.—The contract will be terminable by either party, on giving 6 months' notice expiring on the 31st December in any year.(ii) *Terms of working*.—The line is worked for the same percentage of gross receipts as obtains on the undertaking, including the Pondicherry line.(iii) *Rates and fares*.—Same as on the South Indian railway.(iv) *General remarks*.—The line is in French territory and was constructed with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

6. Tinnevely-Qullon (Travancore branch).—(Native State section).—The contract is under execution in England.

## 7. Details of construction—

(a) *Permanent-way*.—The main line from the Beach at Madras to Tuticorin is laid with 50lb. rails on cast iron pots; the rest of the line is laid with various descriptions of rails and sleepers.(b) *Ballast*.—The line is ballasted.

Appendix 47.  
History of railways.

## APPEN

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage <sup>*</sup> Miles.	Total. Miles.
23 (a)	<b>SOUTH INDIAN SYSTEM—concluded.</b> (3' 3½" gauge.)				
	Brought forward . . .	...	...	...	1,184.29
23 (b)	<b>TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET) RAILWAY—</b>				
	Tiruvallur-Mutupet . . . . .	June 1890	} 2-4-94	54.08	54.08
	Máyavaram-Tiruvallur . . . . .	10-8-91			
	Total Open mileage . . .	...	...	...	54.08
	<i>Line under construction or sanctioned for construction—</i>				
	Mutupet to Arantangi . . . . .	15-11-00	† Portion in April 1902, remainder uncertain.	44.86	
	Total Line under construction . . .	...	...	...	44.86
	<b>TOTAL, TANJORE DISTRICT BOARD RAILWAY . . .</b>	...	...	...	<b>98.94</b>
23 (c)	<b>KARAIKKAL-PERALAM—</b> (3' 3½" gauge.)				
	Karaikkal to Peralam . . . . .	...	14-3-98	14.65	
	<b>TOTAL KARAIKKAL-PERALAM . . .</b>	July 1895	...	...	<b>14.65</b>
23 (d)	<b>PONDICHERRY—</b> (3' 3½" gauge.)				
	Left bank of Gingee river to Pondicherry . . . . .	June 1878	15-12-79	7.85	
	<b>TOTAL, PONDICHERRY . . .</b>	...	...	...	<b>7.85</b>
	<i>Line under construction or sanctioned for construction.</i>				
23 (e)	<b>TINNEVELLY-QUILON (TRAVANCORE BRANCH)—(Native State section)—</b> (3' 3½" gauge.)				
	Quilon to the frontier of the Travancore State . . . . .	15-5-99	...	57.94	
	<b>TOTAL, TINNEVELLY-QUILON (NATIVE STATE SECTION) . . .</b>	...	...	...	<b>57.94</b>
	<b>GRAND TOTAL, SOUTH INDIAN SYSTEM . . .</b>	...	...	...	<b>1,363.67</b>

\* Probable date of opening.

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 7. Details of construction—concluded.

(d) *Bridges.*—The following are the important bridges of 1,000 feet length and over: Palar (between Kolatur North and Padalam), 18 spans of 120 feet; Ponnar (between Serndanur and Panruti), 17 spans of 100 feet; Gadilam (between Nellikuppam and Cuddalore N. T.), 15 spans of 100 feet; New Coleroon (between Chidambaram and Coleroon), 14 spans of 150 feet; Vaigai (between Samayanallur and Madurai), 15 spans of 70 feet; Gingre (between Kunalamungalam and Villiarur), 7 spans of 150 feet; Amravati (between Karur and Pugilur), 20 spans of 50 feet; Palar (between Vellore and Katpadi), 13 spans of 150 feet.

(e) *Fencing.*—The South Indian and Pondicherry railways have aloe and wire fencing (with the exception of the Villupuram-Dharinavaram and Pakala-Gudur sections which are unfenced). The Tanjore District Board (Mayavaram-Mutupet) and Karakkal-Peralam railways are unfenced.

(f) *Curves.*—There are only 1·04 miles of curves under a radius of 1,000 feet.

(g) *Gradients.*—Of a total open mileage of 1,110·21 miles on the system, 307·44 miles are on a gradient of 1 in 200 or steeper.



**Appendix 47.**  
**History of railways.**

**APPEN***History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
21 (a)	<b>SOUTHERN MAHRATTA SYSTEM—</b> (3' 3½" gauge.)				
	<b>COMPANY'S SECTION—</b>				
	<i>Main line—</i>				
	Frontier to Castle Rock . . . . .	...	3-2-88	3 63	
	Castle Rock to Deuli . . . . .	...	15-6-87	2 75	
	Deuli to Dhārwar . . . . .	...	24-1-87	56 00	
	Dhārwar to Hospet . . . . .	Bellary to Hubli, Nov. '81.	1-7-85	101 25	
	Hospet to Bellary . . . . .		24-3-84	40 51	
	Bellary to Guntakal . . . . .	...	16-5-87*	29 91	
	Guntakal to Nandyāl . . . . .	26-9-83	11-7-87	90 25	
	Nandyāl to Cumbum . . . . .		15-6-90	63 18	
	Cumbum to Tadépalli . . . . .		3-10-89	122 41	
	<b>Total Main line</b> . . . . .	...	...		509 97
	<i>Branches—</i>				
	<i>Harthar branch—</i>				
	Hubli to Harthar (temporary station) . . . . .	...	18-10-86	} 81 00	
	Temporary station to permanent station . . . . .	...	21-2-89		
	<i>Rijapur branch—</i>				
	Gadag to Hotgi . . . . .	April 1879	1-8-84	173 08	
	<i>Poona branch—</i>				
	Londa to Belgaum . . . . .	...	21-3-87	33 00	
	Belgaum to Miraj . . . . .	20-11-83	22-12-87	85 01	
	Miraj to Korgaon . . . . .		2-5-87	76 00	
	Korgaon to Ghorpur . . . . .		18-11-86	83 07	
	Ghorpur to Poona . . . . .		4-10-90	0 91	
	...	...	...	277 97	
	<b>Total Branches</b> . . . . .	...	...	...	532 07
	<b>GRAND TOTAL, COMPANY'S SECTION</b> . . . . .	...	...	...	1,042 04
	<b>Carried over</b> . . . . .	...	...	...	1,042 04

\* Dates of opening of original 5' 6" gauge line: Guntakal to Virapur, 16th January 1871, Virapur to Bellary, 1st March 1871.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Southern Mahratta railway system is made up of—

	Open line. Miles.
(a) Southern Mahratta railway (3' 3½" gauge) . . . . .	1,042'04
(b) Mysore section (Southern Mahratta) (3' 3½" gauge) . . . . .	296'36
(c) Guntakal-Mysore frontier railway (3' 3½" gauge) . . . . .	119'50
(d) Hindupur (Yesvantpur-Mysore Frontier) railway (3' 3½" gauge) . . . . .	51'35
(e) Birur-Shimoga railway (3' 3½" gauge) . . . . .	37'92
(f) Kolhapur railway (3' 3½" gauge) . . . . .	29'27
(g) Mysore-Nanjangud railway (3' 3½" gauge) . . . . .	15'66
Total . . . . .	1,592'10

2. Southern Mahratta railway—

(a) The Southern Mahratta railway is worked under the following contracts —

*Contract of*—1st June 1852.—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

(b) The general conditions of the contracts are as follows —

(i) *Government aid*—Interest in sterling on share capital at 3½ per cent. is guaranteed. Land was also provided free.

(ii) *Terms of contract*—The contract provides that the Company raise £3,000,000, and that any further monies required shall be supplied by the Secretary of State.

(iii) *Currency of contracts*—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (i.e., on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fail to observe their obligations, or the line is worked at a loss. Upon determination of the contract by efflux of time or by notice, Government is to repay to the Company the amount of the par value of the share capital paid to Government.

(iv) *Power of Company to surrender contracts*—The Company may determine the contracts on the 30th June in any year, by giving one year's previous notice.

(v) *Terms of working*—Up to the 31st December 1890, the net receipts belonged to Government unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890, three-fourths of the net receipts go to Government and one-fourth to the Company.

(vi) *Rates and fares*—To be fixed from time to time by the Company with the approval of Government.

(vii) *General remarks*—The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from 5' 6" to 3' 3½" gauge on the 16th May 1887.

3. Mysore section (Southern Mahratta)—

(a) The Mysore section is worked under the following contract.—

*Contract of*—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows —

(i) *Government aid*—Guarantee of interest in sterling at 4 per cent. on £ 1,200,000 debenture stock.

**Appendix 47.**  
History of railways.

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## History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total Miles.
21 (a)	<b>SOUTHERN MAHRATTA SYSTEM—continued.</b> (5' 3 1/2" gauge.)				
	Brought forward . . . . .	...	...	...	1,042'04
21 (b)	<b>MYSORE SECTION—</b>				
	Mysore to Mandya . . . . .	20-9-77	25-2-82	28'11	
	Mandya to Channapatna . . . . .		20-3-81	23'25	
	Channapatna to Bangalore . . . . .		1-2-81	34'75	
	Bangalore to Tumkur . . . . .	6-10-82	11-8-84	43'00	
	Tumkur to Gubbi . . . . .	18-1-84	26-12-84	11'00	
	Gubbi to Birur . . . . .	...	12-8-89	76'57	
	Birur to Harihar . . . . .	...	21-2-89	79'68	
	<b>TOTAL, MYSORE SECTION</b> . . . . .	...	...	...	296'36
	Carried over . . . . .	...	...	...	1,338'40

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 2. Mysore section (Southern Mahratta)—concluded.

## (b) General conditions—concl'd.

(ii) *Terms of contract*.—To meet the cost of constructing the Gulbi-Harihar extension, the Company raised £1,224,000 by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

(iii) *Currency of contract*.—Government may determine the contract at any time, on six months' notice should the Company fail to observe their obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta system determine, then this contract also determines. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liability in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

(iv) *Power of Company to surrender contract*.—Nil.

(v) *Terms of working*.—Net receipts are divided in proportion of three-fourths to Government and one-fourth to the Company.

(vi) *Rates and fares*.—To be fixed from time to time by the Company with the approval of Government.

## 4. Guntakal-Mysore Frontier railway.—

(a) The Guntakal-Mysore Frontier section is worked under the following contract —

*Contract of*—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working.

(b) The general conditions of the contract are as follows.—

(i) *Government aid*.—The line is the property of Government.

(ii) *Currency of contract*.—The same as the Southern Mahratta railway.

(iii) *Power of Company to surrender contract*.—The same as the Southern Mahratta railway.

(iv) *Terms of working*.—The working expenses of the entire system of railways worked by the Company (including this railway) are divided between this railway and the other railways worked, in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts, plus 1 per cent. of the latter as a contribution to the Southern Mahratta railway Provident Fund. The residue is paid to Government.

(v) *Rates and fares*.—To be fixed from time to time by the Company with the approval of Government.

## 5. Hindupur (Yesvantpur-Mysore Frontier) and Birur-Shimoga railways.—

(a) The Hindupur and Birur-Shimoga railways are worked under the following contract.—

*Contract of*—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working and maintenance.

(b) The general conditions of the contract are as follows —

(i) *Government aid*.—The lines are the property of the Mysore State.

(ii) *Currency of contract*.—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract, the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway at a valuation.

(iii) *Terms of working*.—The working expenses of the system are divided between these railways and the others, comprising the system in proportion to their gross earnings. The company retain the share attributable to these lines, plus 1 per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.

(iv) *Rates and fares*.—To be fixed from time to time by the Company with the approval of Government.

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**History of railways.**
**APPEN***History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
<b>21 (a)</b>	<b>SOUTHERN MAHRATTA SYSTEM—continued.</b>				
	Brought forward . . . . .	...	...	...	1,338.40
<b>21 (c)</b>	<b>GUNTAKAL-MYSORE FRONTIER — (3' 3½" gauge.)</b>				
	Guntakal to Dharmavaram . . . . .	June '89	1-3-92	62.95	
	Dharmavaram to Hindupur . . . . .	26-1-91	23-4-93	49.28	
	Hindupur to Mysore Frontier . . . . .	August '91	17-9-93	7.27	
	<b>TOTAL, GUNTAKAL-MYSORE FRONTIER</b> . . . . .	...	...	...	119.50
<b>21 (d)</b>	<b>HINDUPUR (YESVANTPUR-MYSORE FRONTIER)— (3' 3½" gauge.)</b>				
	Yesvantpur to Dodhallaipur . . . . .	} March '90 {	15-12-92	19.93	
	Dodhallaipur to Mysore Frontier . . . . .		17-9-93	31.42	
	<b>TOTAL, HINDUPUR</b> . . . . .	...	...	...	51.35
<b>21 (e)</b>	<b>BIRUR-SHIMOGA— (3' 3½" gauge.)</b>				
	Birur to Shimoga . . . . .	12-8-96	1-12-99	37.92	
	<b>TOTAL, BIRUR-SHIMOGA</b> . . . . .	...	...	...	37.92
<b>21 (f)</b>	<b>KOLHAPUR— (3' 3½" gauge.)</b>				
	Kolhapur to Miraj . . . . .	February '88	21-4-91	20.27	
	<b>TOTAL, KOLHAPUR</b> . . . . .	...	...	...	20.27
<b>21 (g)</b>	<b>MYSORE-NANJANGUD— (3' 3½" gauge.)</b>				
	Mysore to Nanjangud . . . . .	...	1-12-91	14.90	
	Nanjangud station to Nanjangud town . . . . .	...	12-7-99	0.76	
	<b>TOTAL, MYSORE-NANJANGUD</b> . . . . .	...	...	...	15.66
	<b>GRAND TOTAL, SOUTHERN MAHRATTA SYSTEM</b> . . . . .	...	...	...	1,592.10

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 6. Kolhapur railway.—

(a) The Kolhapur railway is worked under the following contract —

*Contract of*—17th July 1891 (between the Kolhapur Darbar and the Southern Mahratta Railway Company) for working and maintenance.

(b) The general conditions of the contract are as follows —

(i) *Government aid*.—The line is the property of the Kolhapur State.

(ii) *Currency of contract*.—The contract may be terminated, upon six months' notice, by either party.

(iii) *Terms of working*.—The working expenses of the system are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retain the share attributable to these lines, plus 1 per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.

(v) *Rates and fares*.—The same as in force on the Southern Mahratta railway.

## 7. Mysore-Nanjangud railway.—

(a) The Mysore-Nanjangud railway is worked under the following contract —

*Contract of*—14th December 1890 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

(b) The general conditions of the contract are as follows —

(i) *Government aid*.—The line is the property of the Mysore State.

(ii) *Currency of contract*.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination, the Company make over to the Mysore Government the railway and works and pay to the Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. The working stores, if mutually agreed, to be taken over by the Mysore Government at a valuation.

(iii) *Terms of working*.—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between the Nanjangud railway and the other railways comprised in the Company's system in the proportion which the gross receipts of the Nanjangud railway bear to the gross receipts of such other railways, and the sum so ascertained, together with cost of new minor works, representing the working expenses of the Nanjangud railway are retained by the Company and the residue paid to the Mysore Government.

(v) *Rates and fares*.—To be fixed by the Company with the approval of Government.

8. General remarks.—The Southern Mahratta railway has running powers over 2.99 miles of the North-East line, Madras railway, from Tadepalli to Bizwada.

## 9. Details of construction.—

(a) *Permanent-way*—

*Southern Mahratta railway*.—The permanent-way consists of 41½ lb. steel rails on wooden and steel sleepers, except for the portion from the Portuguese Frontier to Castle Rock which is laid with 62 lb. rails. A portion of the line is being relaid with 50 lb. rails.

*Mysore section, Birur-Shimoga and Mysore-Nanjangud railways*.—The permanent-way consists of 41½ lb. steel rails laid on Mysore teak sleepers.

*Guntakal-Mysore Frontier and Kolhapur railways*.—The permanent-way consists of 41½ lb. flat-footed steel rails laid on steel sleepers.

*Hindupur railway*.—The rails used are of the State railway type, weighing 50 lb. to the yard, on the ghât section, 11 miles in length, and 41½ lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout.

**Appendix 47.**  
History of railways.

APPEN

## History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage: Miles.	Total. Miles.
21 (a)	<b>SOUTHERN MAHRATTA SYSTEM—concluded.</b>				
7 (b)	<b>SOUTHERN PUNJAB (DELHI-SAMASATA).</b> (See North Western system.)				
23 (b)	<b>TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET RAILWAY)—</b> (See South Indian system.)				
9 (b)	<b>TAPTI VALLEY.</b> (See Bombay, Baroda and Central India system.)				
27 (a)	<b>TARAKESHWAR-MAGRA LIGHT —</b> (2' 6" gauge). Tarakeshwar to Basua . . . . . Basua to Magra . . . . . TOTAL TARAKESHWAR-MAGRA . . . . .	18-12-91	7-11-04 8-3-95 ...	12.50 18.62 .	31.12
1 (d)	<b>TARKESSUR—</b> (See East Indian system.)				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

9. Details of construction—*concl'd.*(b) *Ballast*.—The system is ballasted throughout.(c) *Tunnels*.—The following are the important tunnels of 500 feet length and over.—Castle Rock (between Dadrajar and Castle Rock), 1,242 feet; Nandiconama (between Chelama and Diguva-metta), 1,527 feet; tunnel at mile 265½, 560 feet; tunnel No. 1 (between Phursangi and Alandi), 536 feet; tunnel No. 2 (between Rajiwadi and Alandi), 630 feet; and tunnel at mile 214½ (between Wathar and Adhorki), 500 feet. There are two other tunnels aggregating 684 feet in length.(d) *Bridges*.—The important bridges of 1,000 feet length and over are as follows.—Tungabhadra (between Munahad and Hospet), 38 spans of 60 feet; Hagari (between Bellary and Hagari), 34 spans of 64 feet; Kistna (between Kudchi and Sheddhal), 14 spans of 150 feet; Ghatprabha (between Dhupdhal and Gokak Road), 45 spans of 40 feet; Malprabha (between Alur and Badami), 12 spans of 100 feet; Kistna (between Sitimani and Alimati), 21 spans of 150 feet; Bherwa (between Lachyan and Tadval), 14 spans of 150 feet; Wardha (between Mattimattur and Karajgi), 15 spans of 60 feet; Tungabhadra (between Chalgeri and Harihar), 10 spans of 60 feet; Pennar (between Khadarpett and Kalluru), 11 spans of 150 feet; Rapthad (between Anantapur and Kandukur), 14 spans of 64 feet; Cauvery (between French Rocks and Seringapatam), 9 spans of 30 feet, and 24 spans of 27½ feet; Cauvery (between Seringapatam and Pa-chain-vahini), 13 spans of 30 feet, and 16 spans of 27½ feet and Dhorabavi viaduct (between Chelama and Diguva-metta), 1 span of 250 feet, 2 spans of 150 feet and 1 span of 60½ feet.(e) *Fencing*.—The system is only partially fenced, except the Hindupur railway, which is fenced throughout.(f) *Curves*.—The sharpest curves vary from 600 feet to 955 feet radius.(g) *Gradients*.—Of a total open mileage of 1,592.0 miles on the system 576.20 miles are on a gradient of 1 in 100, or steeper.

## 1. Tarakeshwar Magra Light railway—

(a) The Tarakeshwar-Magra Light railway is maintained and worked on the terms in Bengal Government, Public Works Department, Notification No. 1 of the 4th January 1896 under the following agreement:—

*Agreement of*—15th October 1895 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

(b) The general conditions are as follows:—

(i) *Currency of contract*.—In the event of the District Board wishing to purchase the railway at the end of 21 years, under the provisions of section 41 of the Bengal Tramways Act, 1883, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.(ii) *Terms of working*.—The line is worked by the owning Company.(iii) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.(iv) *General remarks*.—On the 13th January 1899 the Indian Railways Act IX of 1890, except section 135, was applied to the line.

## 2. Details of construction—

(a) *Permanent-way*.—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on patent steel sleepers for 10 miles and pyinkado wood sleepers for the remainder.(b) *Ballast*.—The line is laid with sand ballast and brick boxing.(c) *Fencing*.—The line is partially fenced.(d) *Curves*.—The sharpest curve is of 955 feet radius and is 0.18 mile in length.(e) *Gradients*.—Of a total open mileage of 31.12 miles, 0.49 mile is on a gradient of 1 in 350, which is the steepest gradient on the line.



**Appendix 47.**  
History of railways.

## APPENDIX

## History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
29 (a)	<b>TEZPUR-BALIPARA LIGHT—</b> (2' 6" gauge).				
	Tezpur ghat to Bindukuri . . . . .	Oct. 1894	9-8-94	8'10	
	Bindukuri to Balipara . . . . .		1-9-95	12'00	
	<b>TOTAL, TEZPUR-BALIPARA</b> . . . . .	...	...	...	20'10
34 (r)	<b>THATON-DUYINZAIK LIGHT —</b> (2' 6" gauge)				
	Thaton to Duyinzai . . . . .	18'3	11-2-85	7'76	7'76
	<b>TOTAL, THATON-DUYINZAIK</b> . . . . .	...	...	...	
23 (b)	<b>TINNEVELLY-QUILON (TRAVANCORE BRANCH)</b> (Native State section:— (See South Indian system.)				
16 (b)	<b>TIRHOOT—</b> (See Bengal and North-Western system.)				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Tezpur-Balipara Light railway.—

(a) The Tezpur-Balipara Light railway is maintained and worked under—

*Terms*—contained in notification issued by the Chief Commissioner of Assam under No. 33 of 1st June 1895.

(b) The general conditions are as follows:—

(i) *Government aid*.—Land alone was provided free of cost.

(ii) *Currency of terms*.—The Secretary of State can, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract, and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice, and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.

(iii) *Terms of working*.—The line is worked by the owning Company.

(iv) *Rates and fares*.—Certain rates and fares have been fixed.

(v) *General remarks*.—(On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

## 2. Details of construction.—

(a) *Permanent-way*.—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on uriam and nabor sleepers, 2,200 to the mile.

(b) *Ballast*.—The line is unballasted.

(c) *Fencing*.—The line is fenced round stations only.

(d) *Curves*.—There are two curves of a radius of 500 feet on the first mile, the lengths of which are 294 feet and 450 feet, respectively. In station yards the minimum radius is 300 feet.

(e) *Gradients*.—Of a total open mileage of 20.10 miles, 1.76 miles are on a gradient of 1 in 125 or steeper.

## 1. Thaton-Duyinzaik Light railway.—

(a) The Thaton-Duyinzaik Light railway is worked under the following contract.—

*Contract of*—10th January 1884, (between the Secretary of State and G. F. L. Dawson, Esq., of Rangoon) for construction and working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid*.—The line receives a subsidy of Rs. 100 per mensem.

(ii) *Currency of contract*.—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway, upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract, if the railway is not worked for six consecutive calendar months or if the promoter fails to carry out the agreement.

(iii) *Terms of working*.—The railway is worked and maintained by the promoter.

(iv) *Rates and fares*.—Certain maxima have been fixed within which the promoter is permitted to vary the rates.

## 2. Details of construction.—

(a) *Permanent-way*.—The rails are steel, Vignole's section, and weigh 20 lb. to the yard; the sleepers are of steel and wood.

(b) *Ballast*.—The line is ballasted.

(c) *Fencing*.—The line is unfenced.

(d) *Curves*.—The total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.

(e) *Gradients*.—Of a total open-mileage of 7.76 miles, 0.81 mile is on a gradient of 1 in 80 or steeper.

*History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. "	Total.
19 (a)	<b>UDAIPUR-CHITOR—</b> (3' 3½" gauge.)			Miles.	Miles.
	Berach near Chitorgarh to Debari near Udaipur . . .	Feby. 1894	1-8-95	60 39	
	Separate station at Chitorgarh . . . . .	} 2-6-98 {	15-8-98	0'47	'
	Debari to Udaipur . . . . .		25-8-99	44	
	<b>TOTAL, UDAIPUR-CHITOR</b> .	...	...	...	67'30
9 (κ)	<b>VIJAPUR-KALOL-KADI—</b> (See Bombay, Baroda and Central India system.)				

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. Udaipur-Chitor railway—

(i) The line is owned and worked by the Udaipur State.

(ii) *General remarks.*—The Udaipur-Chitor railway was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, when the working was taken over by the Meywar Darbar.

## 2. Details of construction—

(a) *Permanent-way.*—The permanent-way consists of 41½ lb. flat-footed steel rails, 30 feet long, laid on deodar sleepers.(b) *Ballast.*—The ballast consists of broken stone.(c) *Fencing.*—The line is fenced round stations only.(d) *Curves.*—On the Berach-Debari section, the sharpest curve is of 1,145 feet radius and is 0·54 mile in length; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile the sharpest curve has a radius of 820 feet and is 0·16 mile in length.(e) *Gradients.*—Of a total length of 67·30 miles, 2·14 miles are on a gradient of 1 in 100, or steeper.

History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
19 2 (a)	<b>WEST OF INDIA PORTUGUESE— (3' 31" gauge.)</b>				
	Mormugao to Sonauli. . . . .	18-4-88	17-1 87	41'00	
	Sonauli to the Portuguese frontier . . . . .		3-2-88	10 11	
	<b>TOTAL, WEST OF INDIA PORTUGUESE</b> . . . . .	...	...	...	51'11

on the 31st December 1901, alphabetically arranged.

## REMARKS.

## 1. West of India Portuguese railway—

(a) The West of India Portuguese railway is worked under the following contracts—

*Contract of*—18th April 1881, modified by the contract of 19th December 1893 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

28th June 1893 (between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for working the portion of the line between the Portuguese Frontier and Castle Rock.

(b) The general conditions of the contracts are as follows.—

(i) *Government (Portuguese) aid*.—Five per cent. per annum is guaranteed on £ 800,000 and 6 per cent. on £ 550,000.

(ii) *Currency of contracts*.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling stock, machinery, station appliances and stores. The contract of 1893, between the Southern Mahratta and West of India Portuguese Railway Companies is to continue in force, subject to amendment or determination on twelve months' notice by either party.

(iii) *Power of Company to surrender contract*.—The Company can at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on their capital. On surrender of the contract, the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure, and also purchase the rolling-stock, machinery, etc., at a valuation.

(iv) *Terms of working*.—The net earnings to be applied—In payment of working expenses in excess of earnings in any previous year, in payment of a contribution sanctioned by the Portuguese Government towards a reserve fund, in payment of the guaranteed dividends on the capital of the Company and in payment of the residue to the Portuguese Government and the Company in equal proportions.

By agreement with the Southern Mahratta Railway Company for working the ghât section and Castle Rock station, the maintenance charges are borne by each railway within its own limits. The locomotive expenses are debited with 6½ per cent. per annum on the cost of all buildings and works, and with 9 per cent. on savings, the total being divided between the two railways in proportion to the number of engines of each stationed at Castle Rock. The Southern Mahratta railway furnish 3 ghat engines which will not perform more than ½ of the total ghât engine-mileage, and if this is exceeded, the Southern Mahratta railway receive 8 annas per excess engine-mile. The Southern Mahratta railway pay the West of India Portuguese railway for haulage of the Southern Mahratta railway trains between Castle Rock and the Frontier, a sum calculated on the actual Southern Mahratta railway train-mileage at the West of India Portuguese railway average rate for train staff expenses per train-mile.

(v) *Rate and fares*.—The maxima to be fixed by the Portuguese Government within the maxima in force on the Great Indian Peninsula railway, and not to be raised without the consent of that Government.

The shipping and port charges to conform with those in force under the Bombay Port Trust and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

(vi) *General remarks*.—The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West coast.

## 2. Details of construction.—

(a) *Permanent way*.—The permanent-way throughout is of 62 lb. State railway type with ten sleepers to the rail. The sleepers used are creosoted pine, sal, teak and jamba.

(b) *Ballast*.—The line is ballasted with laterite and blue stone.

(c) *Tunnels*.—There are 12 tunnels and 2 covered ways, 5 of which are over 500 feet in length.

(d) *Fencing*.—The line is partially wire-fenced.

(e) *Curves*.—The sharpest curve is of a radius of 720 feet.

(f) *Gradients*.—Of a total open mileage of 51·11 miles, 38 miles are on a gradient of 1 in 100, and 13 miles (ghats) on a gradient of 1 in 40.



**APPENDICES**  
**of**  
**IMPORTANT DOCUMENTS.**



## APPENDIX A.

**Memorandum, dated 19th March 1902, by the Honourable Mr. A. T. Arundel, C.S.I., I.C.S., on the anticipated capital expenditure on railways for the year 1902-1903.**

In preparing the programme of anticipated railway capital expenditure for the year 1902-1903 I have kept the same classification as was adopted by my predecessor, Sir A. Trevor, last year. The proposed allotments for open lines (a) are first shown, including the provision of rolling-stock, and the other requirements for the maintenance and development of traffic; (b) next the funds necessary for the steady prosecution and early completion of lines already in progress; and finally (c) the amounts to be allotted for the construction of new lines.

Statement A shows these figures to be as follows :—

	Budget for 1902-1903 (none omitted)
	Rs
(a) Open lines and rolling-stock . . . . .	5,50,82
(b) Lines already under construction . . . . .	4,54,76
	10 05,58
(c) New lines proposed to be begun in 1902-1903 . . . . .	94,42
	11,00

As explained by Sir A. Trevor last year, the principle followed has been that the amount required to meet the needs of open lines should be regarded as a first charge upon the money available for railway purposes; and that every effort should be made to provide in full for all demands arising out of the development of existing traffic, that next in order, provision should be made for the steady prosecution and early completion of lines in progress; and lastly, that provision should be made for undertaking new projects so far as the State is able to find money to complete them without financial embarrassment to the Government.

2. It will be seen that Statement A as now drawn up differs from Statement A of last year in omitting forecast figures for 1903-1904 and 1904-1905.

The reason for this change is that the figures are unavoidably misleading. It will be seen by a reference to last year's Statement A that the total "Forecast of Capital Expenditure on Railways" was as follows :—

1901-1902	1902-1903	1903-1904
Rs.	Rs.	Rs.
10,32,14	6,84,13	5,28,31

But these rapidly diminishing figures did not at all mean that the total expenditure on railways would thus dwindle in 1902-1903 and 1903-1904. The amounts fell, because, in the absence of information as to the total amount that might be available for railway purposes generally in the next two years, it was impossible to say what new works could be undertaken in those two years, and consequently the figures only included the work which had already actually begun, or on which Government has actually incurred liabilities.

In the present statement therefore no detailed figures are given of the probable expenditure on railways in the years 1903-1904 and 1904-1905, as any such detail must necessarily be misleading, but it may be remarked there is no reason to suppose that the requirements for works necessary for dealing with existing traffic and the development of railways will be in any degree less in those years than in 1902-1903, on the contrary, it is probable that they will continue to increase year by year.

## Appendix A—continued.

Appendix A.  
Important documents.

3. A modification has also been made in Statement B, "new lines to be taken up as funds permit." It has been found that no specified order of urgency can be strictly adhered to, and the new lines have therefore been grouped geographically. The foregoing changes merely adapt the statements more nearly to actual facts, and give form (paragraph 4) to Sir A. Trevor's intimation that, except in so far as it embodies the actual Budget provisions for the year next ensuing, the whole programme is provisional and liable to reconsideration.

4. Turning to the details of the year just closing, I note that the amount originally proposed for expenditure on Railway construction in 1901-1902 was Rs. 9,25,00,000, which was afterwards raised by supplementary grants to Rs. 10,32,44,000. There has, however, been a large lapse on this grant of about Rs. 93,89,000 owing to short outlay in England against the sums set aside for the purchase of rolling stock, stores, etc.

A portion of this has been utilized in commencing construction works on the Allahabad-Fyzabad and Jech-Doab railway, the Dhanbaid Chord and other lines in the Jherriah Colliery and the Kabul River Bridge. These lapses, however, cannot be foreseen until it is too late in the year to do much towards utilizing them by increased expenditure in India.

5. After providing for the requirements of "open lines" and "lines under construction," the programme for "new construction" provides for an expenditure of Rs. 1,80,68,000 in the forthcoming year on the following 12 projects :—

1. Allahabad-Fyzabad.
2. Jech-Doab.
3. Bengal-Nagpur, Jherriah and Grand Chord link.
4. East Indian railway, Grand Chord and Colliery lines.
5. Godhra-Baroda Chord.
6. Azhikul-Mangalore.
7. Henzuda-Kyangin.
8. Ranaghat-Moorshedabad.
9. Lower Sind Extensions.
10. Rewari-Phulera Chord.
11. Indus Bridge (Khushalgarh).
12. Other military lines.

Owing to the lapses on the grant referred to above, it has been found possible to put in hand the first four projects during the current year, and the allotment now made of 130 lakhs will enable these lines to be carried on with energy.

It is intended to proceed with the next four projects during the approaching working season, so that full provision has been made for eight out of the twelve.

The remaining four will be held in abeyance at present, pending the usual consideration of the financial position next autumn, as it is not desirable to embark on new lines unless they can be carried to completion within a reasonable time.

6. In last year's memorandum it was said that owing partly to the unfortunate continuance of famine conditions during the earlier months of the year 1900-1901, and partly to the movement of an unusually heavy crop of rice in Burma and of cotton in Bombay, a surplus of about 23½ lakhs was expected in the railway revenue account of the year. This expectation has been more than fulfilled, the surplus amounted to over 48½ lakhs.

The estimates for 1901-1902 allowed for a deficit of about 24½ lakhs on the assumption that the ordinary improvement to be expected from general development of traffic and from additions to the open mileage would be counterbalanced by the loss of the specially heavy traffic due to famine. The revised estimates, however, anticipate a surplus of nearly 1½ crores. This result is due chiefly to the large development of both passenger and goods traffic attendant on the return of more favourable seasons, but also in some degree to the continuance of the special famine traffic. The estimates for 1902-1903 anticipate a surplus of about 44½ lakhs.

**Appendix A:**  
Important  
documents.

**Appendix A—continued.**

7. The subjoined table shows the progress made in the development of railway communication, including lines financed by Native States or Companies outside the programme, during the year 1901-1902 :—

Year.	MILEAGE.				
	AT COMMENCEMENT OF YEAR.			DURING THE YEAR.	
	Opened.	Commenced, but not open.	Sanctioned, but not commenced.	Opened or likely to be opened.	Sanctioned.
1901-1902	25,072	1,463*	242	457	633

\* Of which 861 miles will probably be ready for opening in 1902-1903.

8. Statement C shows the lines under negotiation for construction by private agency.

9. Statement D is a memorandum on the construction of railways. It shows that, after making allowance for corrections of mileage, the total length of open line will be 25,528·88 miles ; of which there will be,—

					Miles.
Broad gauge	...	...	...	...	14,089
Metre gauge	...	...	...	...	10,725
2' 6" and 2' 0" gauges	...	...	...	...	715
TOTAL				...	25,529

The mileage under actual or impending construction on the 1st April this year is 2,284·27 miles.

The number of miles completed during 1901-1902 was 439.

**STATEMENT A.**

**STATEMENT**

**OF**

**Anticipated Capital Expenditure on Railways, Open or under Construction,  
for the year 1902-1903.**

**Branch lines under Rebate terms are excluded.**

**Appendix A—continued.**

**Capital Expenditure on Railways—1902-1903.**

(OMITTING 000.)

No.	RAILWAY.	Grants allotted for 1903-1904.	Distribution of Grants during 1903-1904.
		Rs.	Rs.
	<b>OPEN LINES.</b>		
	<b>By STATE AGENCY.</b>		
1	Eastern Bengal .. .	36,76	50,38
2	Oudh and Rohilkhand .. .	13,03	44,00
3	North Western . . .	55,66	49,10
4	Warren Colliery . . .	—80	—35
5	Stores and Reserve . . .	...	25,02
6	Peshawar Railway Reserve . . .	2,00	...
7	Hyderabad-Raholi Section . . .	8	...
	<b>Total Open Lines by State Agency</b>	<b>1,06,93</b>	<b>1,51,15</b>
	<b>By THE AGENCY OF MAIN LINE COMPANIES.</b>		
8	East Indian . . .	1,19,29	1,46,33
9	Rajputana-Malwa . . .	14,88	34,40
10	Tirhoot . . .	5,00	10,45
11	South Indian . . .	4,50	8,00
12	Great Indian Peninsula . . .	8,16	2,30
13	Madras Railway—North-East Line	—8,00	25,25
14	Benwada Extension . . .	8	8
15	Guntakal-Mysore Frontier . . .	...	10
16	Bhopal ... . .	1,92	3,65
17	Palampur-Terna ... . .	8	1
	<b>Total Open Lines by Agency of Main Line Companies</b>	<b>1,45,86</b>	<b>2,35,97</b>
	<b>(Carried over</b>	<b>2,52,79</b>	<b>4,07,12</b>

**Appendix A—continued.**  
**Capital Expenditure on Railways—1902-1903—contd.**

(OMITTING 000)

No.	Railway.	Grants allotted for 1901-02.	Distribution of Grants during 1902-03
	<b>OPEN LINES—contd.</b>	<b>Rs.</b>	<b>Rs.</b>
	Brought forward	2,52,79	4,17,12
	<b>AGAINST THE CAPITAL ACCOUNTS OF THE OLD GUARANTEED RAILWAY COMPANIES.</b>		
18	Madras .. .	22,15	22,75
19	Bombay, Ratola and Central India	37,72	16,25
	<b>Total Open Lines old Guaranteed Companies</b>	<b>59,87</b>	<b>39,00</b>
	<b>AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.</b>		
20	Bengal Central	1,78	2,00
21	Bengal-Nagpur (including the Northern Section of the East Coast Railway)	4,19	16,30
22	Burma	16,31	29,90
23	Indian Midland	25,48	35,80
24	Lucknow-Barcilly	4,00	11,40
25	Southern Mahratta (including Mysore section)	4,36	10,80
	<b>Total Open Lines other Railway Companies</b>	<b>50,02</b>	<b>1,04,70</b>
	<b>TOTAL OPEN LINES—carried over</b>	<b>3,60,61</b>	<b>5,50,82</b>

## Capital Expenditure on Railways—1902-1903—contd.

(OMITTING 030)

No.	RAILWAY.				Length.	Amount of estimate or approximate cost	Outlay to end of 1900-01.	Grants allotted during 1901-02.	Provision of grants during 1902-03.
					Miles	Rs.	Rs.	Rs.	Rs.
TOTAL OPEN LINES—brought forward					...	...	...	3,69,61	5,50,83
LINES UNDER CONSTRUCTION.									
By AGENCY OF MAIN LINE COMPANIES.									
26	Tirhoot, Hajipur-Begun Sarai-Katihar extension				158	1,28,57	1,40,73	22,46	11,15
27	Assam-Bengal ..	(i) Construction chargeable to Part II		...	743	*12,00,00	9,00,12	71,55	61,74
		(ii) Land chargeable to Part I		...					
		(iii) Chittagong jetties		...					
28	East Indian	Mughal Serai-Liya		...	126	1,01,02	35,61	38,21	...
		Delhoo-Dalkongaj		...	78	70,55			
		Grand Chord		...	99	1,11,14			
		Colliery Sidings		...	14	8,80			
29	Madura-Pamban ..				91	68,00	17,01	31,10	15,00
30	Tinnevely-Quilon, British Section				50	45,06	10,25	17,13	9,00
31	Ditto Native State Section...				58	1,12,65	14,36	38,01	21,00
TOTAL					1,417	19,51,01	12,14,81	2,12,54	1,50,16
AGAINST THE CAPITAL ACCOUNT OF THE OLD GUARANTEED RAILWAY COMPANIES.									
32	Calicut-Cannanore branch, Madras Railway				59	67,55	42,60	27,60	4,00
33	Azhikal-Mangalore				77	1,08,00	...	...	10,00
34	Godhra-Baroda, B. B. & C. I. R.				44	31,11	...	...	14,00
TOTAL					180	2,10,29	42,60	27,60	24,00
AGAINST THE CAPITAL ACCOUNT OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES									
35	Bengal-Nagpur	Sini-Midnapur-Cuttack-Calcutta		...	353	8,02,45	7,27,42	1,56,30	1,91,79
		Raipur-Dumraon		...	56	13,64			
		Jubbulpore-Gondia (Nagpur)		...	253	85,11			
		Midnapur-Jheria Extension		...	114	1,07,81			
		Grand Chord link		...	28	31,57			
		Other lines		...	25	18,51			
36	Burma	Mandalay-Kunlon (as far as Lashio)		...	175	2,19,41	2,64,27	36,92	6,00
		Mektila-Myingyan		...	58	31,55			
		Nagging-Monywa Alam		...	71	33,97			
		Letpadan-Henzada-Burgen Extension		...	109	98,02			
		Henzada-Kyangin		...	66	84,50			
TOTAL					1,308	14,98,28	10,10,53	2,36,50	2,17,39
Total lines under Construction by Companies, carried over					2,905	36,90,56	22,76,97	4,75,64	4,04,55
TOTAL OPEN LINES—carried over					...	...	...	3,69,61	5,50,83

\* Includes Rs. 4,40,30 from Company's funds.

## Appendix A—continued.

## Capital Expenditure on Railways—1902-1903—contd.

(OMITTING 000.)

Appendix A.  
Important  
documents.

No.	NAME.	Length.	Amount of estimate or approximate cost.	Outlay in 1902-03.	Grants allotted during 1901-02.	Distribution of grants during 1902-03.
		Miles.	Rs.	Rs.	Rs.	Rs.
	Total Open Lines—brought forward ...			..	3,69,01	5,50,83
	Total Lines under Construction—brought forward ...	2,005	30,60,50	22,76,07	4,75,61	4,04,56
	<b>LINEs UNDER CONSTRUCTION—contd.</b>					
	<b>By BRANCH LINE COMPANIES.</b>					
37	Hardwar-Delhra ...	32	26,05	25,81	42	78
38	Brahmaputra-Sultanpur ...	60	26,41	24,78	3,08	13
	Total against the Capital Account of Branch Line Companies	92	52,46	50,59	3,50	91
	<b>By THE STATE.</b>					
39	Ghazipur-Moradabad ...	87	62,71	75,50	7,16	...
40	Godavari Bridge ...	...	50,70	50,39	—50	...
41	Indus Bridge (Kotri) ...	...	31,01	27,80	—63	...
42	Jodhpur-Hyderabad (British Section) ...	78	31,51	19,90	2,25	40
43	Agra-Delhi Canal ...	121	90,76	1,01	1	...
	Chitpore Extension ...	...	20,15	...	17,00	18,34
44	Eastern Bengal { Rungpore-Dhubai, etc. ...	51	45,14	43,68	23,67	8,00
	{ Doubling the line ...	20	50,30	...	1,50	4,54
45	Nowshera-Dargai ...	43	22,06	15,00	4,16	2,80
46	Khushalgarh-Kohat and Kohat-Thal ...	88	50,00	3,75	24,79	14,27
47	Indus Bridge (Khushalgarh) ...	1	11,67	...	...	2,00
48	Jeeb-Dumb ...	53	25,70	...	1,20	20,00
49	Allahabad-Fyzabad ...	97	1,17,00	...	5,00	50,00
50	Ranaghat-Moonshedabad ...	96	84,48	...	...	10,10
51	Lower Sind Extension ...	70	60,00	...	...	2,00
52	Mewari-Phulera ...	133	53,24	...	...	2,00
53	Military Lines ...	...	...	...	...	4,68
	Total—Lines under Construction by the State ...	915	8,37,96	2,14,25	80,40	1,42,72
	Total—Lines under Construction ..	3,922	48,98,46	25,71,81	5,68,94	5,47,28
	GRAND TOTAL—Open Lines and Lines under Construction ...	...	...	...	9,34,55	11,01,00



**Appendix A.**  
Important  
documents.

**Appendix A—continued.**

**Statement of Capital Expenditure on Railways—1902 1903—concl'd.**

(OMITTING 000.)

No.	RAILWAY.	Distribution of Grants during 1902-03.	
ABSTRACT BY OPEN LINES AND CONSTRUCTION.			
I—CAPITAL FOR OPEN LINES.			
i. By State Agency	...	1,81,15	
ii. By agency of Main Line Companies	...	2,25,97	
iii. By agency of old Guaranteed Companies	...	39,00	
iv. By agency of other Railway Companies	...	1,04,70	
v. By agency of Branch Companies	...	...	
TOTAL OPEN LINES		5,50,82	
II.—CAPITAL FOR LINES UNDER CONSTRUCTION BY COMPANIES.			
i. By agency of Main Line Companies	...	1,59,16	
ii. By agency of old Guaranteed Railway Companies	...	28,00	
iii. By agency of other Railway Companies	...	2,17,39	
iv. By agency of Branch Line Companies	...	91	
TOTAL LINES UNDER CONSTRUCTION BY COMPANIES		4,05,46	
III.—CAPITAL FOR LINES UNDER CONSTRUCTION BY THE STATE		1,94,72	
GRAND TOTAL		11,00,00	
ABSTRACT SHOWING DISTRIBUTION BY FUNDS.			
I.—From Imperial Funds.	(i) By State Agency	{ (a) Open Lines ... 1,81,15 (b) Construction ... 1,43,72 Total ... 3,24,87	
	(ii) By the Agency of Main line Companies.	{ (a) Open lines ... 2,25,97 (b) Construction ... 1,59,16 Total ... 3,85,13	
	TOTAL I		7,10,00
	II.—Against the Capital Accounts of the old Guaranteed Railway Companies.		{ (a) Open Lines ... 39,00 (b) Construction ... 28,00 TOTAL II ... 67,00
III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies.		{ (a) Open Lines ... 1,04,70 (b) Construction ... 2,17,39 TOTAL III ... 3,22,09	
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee.		{ (a) Open Lines ... (b) Construction ... 91 TOTAL IV ... 91	
TOTAL I to IV		{ (a) Open Lines ... 5,50,82 (b) Construction ... 5,49,18 GRAND TOTAL ... 11,00,00	

## Appendix A—continued.

Appendix A.  
Important  
documents.

## STATEMENT B.

*List of new lines to be taken up as funds permit with the estimated yearly provision required to ensure an economical rate of progress when once started.*

Lakhs of rupees.

AMOUNT EACH YEAR.

	Miles.	Estimated cost.	AMOUNT EACH YEAR.				
			1st.	2nd.	3rd.	4th.	Future.
<b>EAST INDIAN RAILWAY SYSTEM—</b>		Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.
Grand Chord ... ..	99	141	28	60	63	...	...
Bankura-Calcutta ... ..	96	110	10	50	50	...	...
Shikohabad-Farakhabad ... ..	68	45	10	35	...	...	...
Hoochly-Cuttwa ... ..	65	61	4	30	30	...	...
<b>BENGAL-NAGPUR RAILWAY SYSTEM—</b>							
Vishnupuram-Raipur ... ..	310	250	10	60	60	60	60
<b>EASTERN BENGAL STATE RAILWAY—</b>							
Quadrupling Eastern Bengal State Railway ... ..	20	40	10	10	20	...	...
Ganges Bridge at Sara (or elsewhere) ... ..	...	100	5	25	50	20	...
Dhulian-Gaighati ... ..	131	165	15	50	50	50	...
<b>BENGAL AND NORTH-WESTERN RAILWAY—</b>							
Katihar-Godhuma or Sara (exclusive of Ganges bridge) ... ..	187	155	15	50	50	40	...
Minor feeder lines to Tirhut State Railway ... ..	160	120	20	40	40	20	...
<b>ODISH AND RAJASTHAN RAILWAY—</b>							
Batali-Ranchi ... ..	63	51	10	20	24	...	...
Allahabad-Jaipur ... ..	62	48	10	30	8	...	...
Minor feeder lines to Odish and Rajasthan Railway ... ..	100	50	10	20	20	...	...
<b>NORTH WESTERN RAILWAY—</b>							
Lower Hind Extension ... ..	76	61	2	30	29	...	...
Indus Bridge (Khushalgarh) ... ..	...	12	2	10	...	...	...
Conversion Khushalgarh-Kohat Railway to 5' 6" gauge ... ..	91	15	5	10	...	...	...
Jhel Damb Railway (Southern Section) ... ..	92	51	4	30	20	...	...
Minor feeder lines to North Western Railway ... ..	100	50	10	20	20	...	...
<b>BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—</b>							
Rewari-Phulera ... ..	133	53	3	30	20	...	...
Baran-Ajmer-Narwar ... ..	213	135	10	48	48	23	...
Bombay-Kutch connection ... ..	275	340	10	30	30	30	240
Nagda-Baran-Mutta (or Dandikui) ... ..	355	350	10	50	90	90	110
<b>GREAT INDIAN PENINSULA RAILWAY—</b>							
Agra-Delhi ... ..	121	90	5	40	45	...	...
Minor Feeder lines to Great Indian Peninsula Railway ... ..	60	30	5	15	10	...	...
<b>MADRAS RAILWAY—</b>							
Azhikal-Mangalore ... ..	78	100	10	30	40	20	...
Coonoor-Ootacamund ... ..	12	19	9	10	...	...	...
Minor Feeder (or branch) lines ... ..	186	40	10	10	10	10	...
<b>SOUTHERN Mahratta and SOUTH INDIAN RAILWAYS—</b>							
Tichinopoly-Tirukonjur ... ..	97	75	10	35	30	...	...
Nanjangud-Erode ... ..	120	123	28	50	54	...	...
<b>BURMA RAILWAY—</b>							
Heenada-Kyangin ... ..	66	55	15	30	10	...	...
Pegu-Moulmein ... ..	70	75	5	40	30	...	...
Sagaing Bridge ... ..	...	50	10	25	15	...	...
<b>TOTALS</b> ... ..	2,524	2,078	...	...	...	...	...

**Appendix A.**  
Important  
documents.

**Appendix A—continued.**

**STATEMENT C.**

*Statement showing the lines of railway proposed, or which were or are the subject of negotiations for construction by private companies.*

No.	Name of Railway.	Length.	Estimated cost.	REMARKS.
			Rs.	
<b>MADRAS—</b>				
1	Kurnool Road (Dhone)-Kurnool ...	32	9,88,000	} Negotiations concluded. Signing of contract awaited.
2	Bezawada-Masulipatam ...	50	53,50,000	
3	Vizianagram-Raypur with Sointilla Branch ..	359	2,41,04,780	Negotiations in progress.
<b>HYDERABAD—</b>				
4	Raichur-Wondalli ...	43	12,53,300	Negotiations concluded.
<b>BOMBAY—</b>				
5	Nadiad-Kapadvanj ...	22	15,10,000	Negotiations fallen through.
6	Sabarmati-Dholka ...	33	13,97,906	Work authorized.
<b>RAJPUTANA—</b>				
7	Bikan-Merwar ...	213	1,35,00,000	Negotiations in progress.
<b>U. P. OF AGRA AND OUDH—</b>				
8	Fatehpur-Markundi ...	11	42,70,000	Under consideration.
<b>PUNJAB—</b>				
9	Kangra Valley ...	87	66,00,000	Concession recommended to Secretary of State.
10	Jullundur-Hoshiarpur ...	21	11,71,100	Negotiations in progress.
11	Amritsar-Tarn Taran-Patti ...	30	17,21,300	Concession granted, but floating of company deferred owing to unfavourable state of money market.
<b>BENGAL—</b>				
12	Kusumunga-Kotchandpur-Magura ...	64	40,94,494	} Under consideration.
13	Phulbari-K. mjhis ...	13	4,41,745	
14	Akhaura-Dharab Bazar ...	19	16,18,000	Negotiations in progress.
15	Laksm-Nookhal ...	30	23,40,000	Work authorized.
16	Chandipur-Taki ...	38	20,00,000	} Concession lapsed.
17	Wagulpur-Bansi-Baidyanath ..	69	65,31,000	
18	Hughly-Cutwa ..	65	63,11,900	Negotiations in progress.
<b>ASSAM—</b>				
19	Tilgaon-Sylhet ...	39	38,00,000	Negotiations in progress.



# Appendix A. Important documents.

## Appendix A—continued.

And the mileage under construction or sanctioned for construction on the same date was 2,145·44 miles as follows:—

	Miles.	Miles.	Miles.	Miles.
<b>5' 6" gauge—</b>				
(i) State lines worked by companies ...	399·18			
(ii) State lines worked by the State ...	6·43			
(iii) Guaranteed companies ...	59·75			
(iv) Assisted companies ...	0·79			
(v) Lines owned by native states and worked by companies ...	20·75			
(vi) Lines owned by native states and worked by State railway agency ...	79·61			
	—	559·91		
<b>3' 3½" gauge—</b>				
(vii) State lines worked by companies ...	712·32			
(viii) State lines worked by the State ...	43·70			
(ix) Assisted companies ...	53·76			
(x) Lines owned by native states and worked by companies ...	151·14			
(xi) Lines owned and worked by native states ...	160·65			
	—	1,121·77		
<b>Special (2' 6" and 2' 0") gauges—</b>				
(xii) State lines worked by companies ...	252·67			
(xiii) State lines worked by the State ...	85·12			
(xiv) Assisted companies ...	91·16			
(xv) Lines owned by native states and worked by companies ...	31·81			
	—	460·76		
<b>TOTAL</b>		<b>2,145·44</b>		
There was thus a grand total of railways completed and in hand, on the 1st April 1901, of miles. 27,217·90				

**Appendix A--continued.**

## Appendix A. Important documents.

					Miles.	Miles.	
(i)	East Indian—	Katragash to Khawash	..	..	7 1/2	14 1/2	
		Khawash to Khatkhali	..	..	7 1/2		
		For a distance	..	..	1 1/2		
		Southern half of the Mulheera-Katragash cross connection	..	..	9 1/2		
		North Western—					
		Bankma to Khatkhali in the Chowmandi coal-field	..	..	9 1/2	27 1/2	
		Bankma to Parbhani	..	..	1 1/2		
		Bankma to Akola, including through connection	..	..	21 1/2		
		Bankma to Akola	..	..	1 1/2		
		Southern half of the Mulheera-Katragash cross connection	..	..	..	9 1/2	
(ii)	North Western—	Jatkhadi line—					
		Mitliwal to the Karna hill—	..	..	..	81 1/2	101 1/2
		Do and back to Mitliwal	..	..	..	19 1/2	
(iii)	Madras—						
	Azmal to Mangalore	..	..	..	77 1/2		
(iv)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	
		Do and back to Khatkhali	..	..	..		17 1/2
		Do and back to Khatkhali	..	..	..	..	101 1/2
		Do and back to Khatkhali	..	..	..	..	
(v)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(vi)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(vii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(viii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(ix)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(x)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xi)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xiii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xiv)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xv)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xvi)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xvii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xviii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xix)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xx)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxi)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxiii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxiv)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxv)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxvi)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxvii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxviii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxix)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxx)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxxi)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxxii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxxiii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxxiv)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxxv)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxxvi)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxxvii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxxviii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xxxix)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xl)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xli)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xliiii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xliv)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlv)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlvi)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlvii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlviii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlvix)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xli)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali	..	..	..	81 1/2	101 1/2
		Do and back to Khatkhali	..	..	..	17 1/2	
(xlii)	General and North-Western— Company's section—	Do and back to Khatkhali					

During 1901-1902, i.e., from 1st April 1901 to 31st March 1902, 633.20 miles of new railway have been authorized as follows :—

6' 6" gauge—	Miles.	Miles.
(i) State lines worked by companies ...	70.41	
(ii) State lines worked by the State ...	110.07	
(iii) Guaranteed companies ...	77.70	370.18
3' 3" gauge—		
(iv) State lines worked by companies ...	164.48	
(v) Assisted companies ...	72.46	
(vi) Lines owned by native states and worked by companies ...	12.20	249.14
Special (2' 6" and 2' 0") gauges—		
(vii) Assisted companies ...	25.00	
(viii) Lines owned by native states and worked by companies ...	55.48	80.48
<b>Total</b>		<b>633.20</b>

And 159.54 miles have been or are likely to be opened to public traffic as follows :—

	Miles.	Miles.
<i>5' 6" gauge.—</i>		
(ix) State lines worked by companies .. ...	5 50	
(x) State lines worked by the State . . . . .	6 83	
(xi) Guaranteed companies ...	48-00	
(xii) Lines owned by native states and worked by companies ..	19 25	
(xiii) Lines owned by native states and worked by State railway agency	79-62	
	<hr/>	154-20
<i>3' 3½" gauge.—</i>		
(xiv) State lines worked by companies . . . . .	75 81	
(xv) State lines worked by the State ... ..	6 07	
(xvi) Assisted companies ...	11-96	
(xvii) Lines owned by native states and worked by companies ..	91 60	
(xviii) Lines owned and worked by native states ...	88-00	
	<hr/>	
<i>Special 3' 6" and 2' 0" gauges.—</i>		
(xix) Lines owned by native states and worked by companies ..	25-00	

**TOTAL**

\* Correction of malocclusion.

† Excluding 2.44 miles of the Oudh and Rohilkhand State railway between S. J. Pur Road and Partabgarh stations.

**Case**

continued.

# Appendix A. Important documents.

And the mileage under construction or sanctioned for construction on the 31st March 1902 will be 2,284.27 miles made up as follows:—

			Miles.	Miles.
<b>5' 6" gauge—</b>				
(i)	State lines worked by companies	...	40.91	
(ii)	State lines worked by the State	...	146.07	
(iii)	Guaranteed companies	...	91.70	
(iv)	Assisted companies	...	40.79	
				706.47
<b>3' 3" gauge—</b>				
(v)	State lines worked by companies	...	739.02	
(vi)	State lines worked by the State	...	30.85	
(vii)	Assisted companies	...	111.46	
(viii)	Lines owned by native states and worked by companies	...	70.14	
(ix)	Lines owned and worked by native states	...	72.83	
				1,080.32
<b>Special (2' 6" and 2' 0") gauge—</b>				
(x)	State lines worked by companies	...	252.67	
(xi)	State lines worked by the State	...	84.12	
(xii)	Assisted companies	...	119.00	
(xiii)	Lines owned by native State and worked by companies	...	87.69	
				517.48
				<b>TOTAL ... 2,284.27</b>
<b>Making a grand total of railway completed and in hand at the commencement of 1902-1903 of miles ... 27,813.15*</b>				
<b>And showing, after allowing for corrections of mileage, an advance on the previous year of miles ... 595.2</b>				

- (a) Common consent of work not yet authorized.  
(b) Corrected mileage.  
(c) The portion of the Mandalay-Kunming railway from Lashio to the right bank of the Salween.  
(d) The 12.27 miles of the Kanna Moghalpur section, 2' 6" gauge, converted to the 2' 0" gauge.  
(e) Made up to balance completed and in hand at the beginning of 1-4-1902.  
(f) Revisions during 1901-1902.

Ad 1—  
Patalmoodi Light railway or annually treated as a tramway.

De 1—  
Portion of Mandalay-Kunming railway from Lashio to the right bank of the Salween abandoned.

Decrease due to corrections of



It is expected that the following length of unfinished line will be opened for public traffic in 1903-1908.

**5: 6<sup>o</sup> gungat-**

	Miles.	Miles.
(i) State lines worked by com- panies ...	209.46	
(ii) Guaranteed companies ...	17.00	
(iii) Assisted companies ...	0.79	
		227.25

5' 3 1/2" gauge—

(iv)	State lines worked by companies ...	451.23
(v)	State lines worked by the State ...	86.85
(vi)	Assisted companies ...	72.46
(vii)	Lines owned by native States and worked by companies ...	40.22

603-76

**Special (2' 6" and 2' 0") gauges—**

(viii)	State lines worked by the State ... .	30-00	30-00
	<b>TOTAL</b>		<b>861-01</b>

Leaving the undermentioned lines for completion in 1903-1904 or later :

<i>5<sup>th</sup> Gang.</i>	Miles.	Miles.
(ix) State lines worked by companies ...	255.45	
(x) State lines worked by the State ...	146.07	
(xi) Guaranteed companies ...	77.70	
		479.22

**'gangst—**

(xii)	State lines worked by companies ...	291-79
(iii)	Assisted companies ...	39-00
(iv)	Lines owned by native States and worked by companies ...	29-92
	Lines owned and worked by native states ...	72-85

426-56

(a) — 1900 ganges—

[illegible]

There's  
railway  
on the

\* Correction of mileage.  
 ? Made up as follows: —  
 Open at the commencement of 1901-1902  
 Add—Opened during 1901-1902

**Detail—Decrease due to correction of mileage**[illegible]









